

small air forces observer

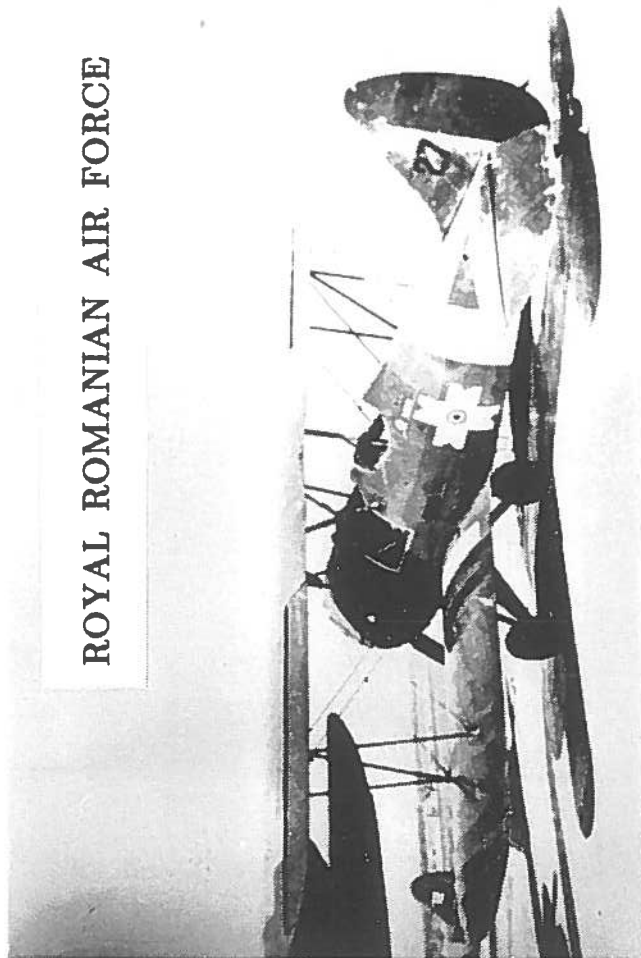
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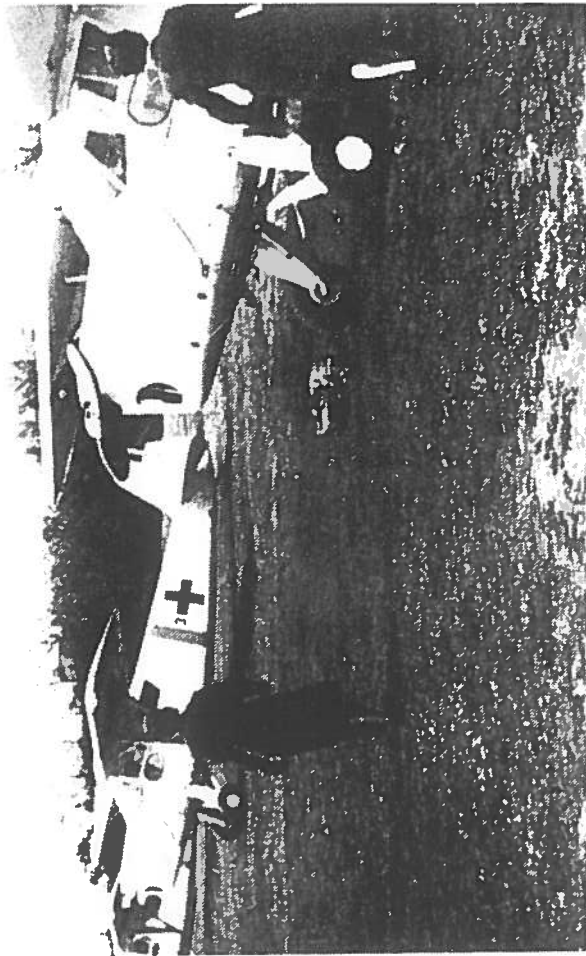
vol 12 no 4 (48)

October 1988

ROYAL ROMANIAN AIR FORCE



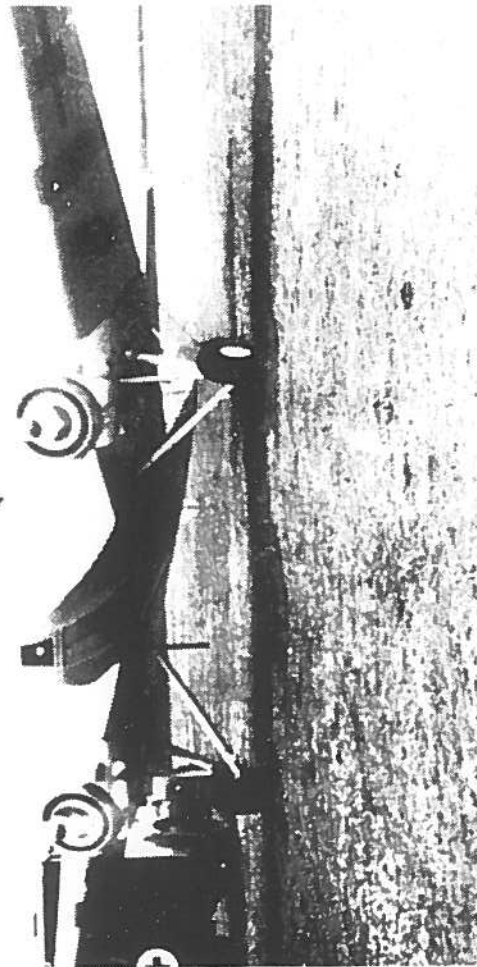
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Janusz Ledwoch (SAFCH #780), PO Box 106, 00-961 Warsaw 42, POLAND

small air forces observer

the newsletter of the Small Air Forces Clearing House

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SAFO EDITORIAL POLICY: The purpose of the SAFCH is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourages international cooperation in researching the history of aviation on all aspects of aviation, both military and civil, from all periods of time, and for all the smaller countries. In return for this support, members are asked to submit occasional progress reports for publication in the SAFO. While the final results should appear in the most prestigious publication possible, it is requested that the SAFCH be mentioned (with address) in the article and that SAFO be afforded the opportunity of reprinting the material.

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of all issues and their content, send two 1st class stamps (or 2 IRCs) to the editorial office.

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SMALL AIR FORCES OBSERVER (USPS 439-450) is published quarterly for \$8.00 per year by the Small Air Forces Clearing House, 27965 Berwick Dr., Carmel, CA 93923. Second class postage paid at Carmel Valley, CA 93924. **POSTMASTER:** send address changes to Small Air Forces Clearing House 27965 Berwick Dr., Carmel, CA 93923.

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COVER COMMENTS: Royal Thai Air Force Curtiss Hawk III at the RTAF Museum, November 1987. AN article on the aircraft of the Thai Air Force begins on page 107. Photo by John MacGregor.

PHOTO PAGE: Royal Romanian Air Force Aircraft in WWII. (1) Ex-Polish PWS-26 photographed at Bacau 1942(?). (2) Three ex-Polish RWD-13S ambulance aircraft used in Romania during WWII. Note women pilots. (3) Fleet F-10G license built in the ICAR factory. Canadian Fleet F-10 trainers were equipped with de Havilland Gipsy Major 4 engines of 130 hp. Romania 1943. (4) Monospar ST-25(?).

Janusz Ledwoch (SAFCH #780), PO Box 106, 00-961 Warsaw 42, Poland.

AUSTRALIA

AUSTRALIAN PLASTIC MODELLER'S ASSOCIATION (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues airmail A\$ 18.00).

Last issue received: 1/88

AUSTRIA

OFH NACHRICHTEN (Oesterrichische Flugzug Historiker, Kannwegasse 1/15, A-1150, Wien).

2/88 (26 pages) "Die 4. Flächenstaffel" 8 pages including 4 photos, 3 side-view drawings (Beaver, Bird Dog, & Skyvan), and 1/72-scale 3-view drawing of Turbo Porter. "Hopfner HS-9a" 7 pages including 4 photos, 5 side-view drawings, and a 1/72-scale 3-view drawing. "KUK Luftfahrtruppe 1914-18" 1/2-page side-view drawing of Albatros D-III. Photo: Junkers G-24 'A-28'.

BELGIUM

KIT (IPMS Belgium, Te Couwelaarlei 103 bus 21, B-1200 Deurne/Antwerp; 4 issues for US\$ 13.00, add \$3.00 for airmail, no personal checks accepted).

Last issue received: #69 Spring 88

BRAZIL

EM ESCALA (IPMS Brazil, Rua Arquias Cordeiro, 316 S/502, CEP 20770, Meier, RJ. Subscription is \$7.00, but they prefer to receive kits or accessories. Send material to Antonio Pereira Linhares at the above address.)

14/2 (20 pages) "Avenger Latinos" 4 pages including 3 photos and 3 side-view drawings (Brazil & Uruguay).

CANADA

RANDOM THOUGHTS (IPMS Canada, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for US \$16.00 in US \$18.00 elsewhere).

3/19 (24 pages) "Caribous in Australian Service" 9 pages including 8 photos and 5 pages of drawings. "Civil Caribous" 5 pages including 5 photos and 7 side-view drawings. "Canadian Vehicle Markings" 3 pages on the Hiller Raven including 5 side-view drawings and 1/48-scale drawings.

DENMARK

NYT (IPMS Denmark, c/o Kai Willadsen, Kastellet 54/322 Kobenhavn 0 (01) 12 94 51; 4 issues for 90 Dkr surface, 100 Dkr airmail).

Last issue received: #40

ENGLAND

MAGAZINE (Neil Robertson, 16 Green St., Greasbrough, Rotherham, South Yorkshire, S61 4EF, 6 issues for £12.00. US subscription agent: Wise Owl Publications, 4314 West 238th St., Torrance, CA 90505; \$22.00)

3/88 (32 pages) "The Nine-Cylinder Hawks" 6 pages including 1/72-scale 5-view drawing, 11 side-view profiles (Argentine, Thai, Dutch, Norwegian, SAAF, & RAF), and review of conversion kit. "Portuguese 'Ginas'" 3 pages on improving on Airfix's Fiat G91R including 2 photos and 1/72-scale 4-view drawing of wrap-around camouflage.

PLASTIC KIT CONSTRUCTOR (PKC, 22 Slayleigh Ave., Sheffield S10 3RB, South Yorkshire; USA: J.J. Daileida, 4314 West 238th St., Torrance, CA 90505; 4 issues \$18.00).

#16 Aug 88 (24 pages) "Republican Trainers of the Spanish Civil War" 2 pages including 5 side-view drawings (DH-82, FW-56, MS-230, DH-89, & UTI-4). "America's First Combat Aeroplane: Part 2" 2 pages including 3 photos

and 2 side-view drawings of Ni-28. "Hawker Fury Parade: Part 2" 2 pages including drawings for conversion to Nimrod and Danerod.

WINDSOCK (10 Long View, Chiltern Park Estate, Berkhansted, Herts., HP4 1BY. Four issues per year; overseas £15.00; USA/Canada US from J.J. Daileida, 4314 West 238th St., Torrance, CA 90505)

Autumn 1988 4/3 (44 pages) "The Flying Furniture Van: Junkers J-I" 6 pages including 13 photos and 1/72-scale drawings. "The Cannon-Armed Spad" 9 pages including 11 photos, 3 color side-view drawings, 1/72-scale drawings, and 2 color chips. "Rigging Techniques" 3 pages including 10 photos.

FINLAND

MALLARI (IPMS Finland, PL 798, 00101 Helsinki 10; 4 issues \$6.50, add \$1.00 for airmail and \$1.50 for cashing personal check).

Last issue received: #64

FRANCE

LA VITRINE DU MAQUETTISTE (IPMS France, 73 rue Alexandre Dumas, 75020 Paris; 4 issues 60 FF surface, 80 FF air, back issues 12 FF, "La Lettre de l'IPMS" 25 FF).

Last issue received: #32

GERMANY

MITTEILUNGEN (IPMS Germany, Oertzenweg 12b, 1000 Berlin 37; 12 issues DM 42.00 Europe, DM 49.00 USA, DM 55.00 Japan, DM 61.00 Australia).

4/88 (62 pages) Nothing of small-air-force interest.

ITALY

AEROFAN (Gioglio Apostolo, via Ampere 49; 20131 Milano; 4 issues L 40.000).

2/88 (36 pages) "Italy's Secret Weapons in WW2" 8 page including 8 photos and 5 diagrams. "A Famous Vintage Aircraft: SVA 5" 3 pages including 4 photos and 1/58-scale drawings. "The Fiat CR 20" 11 pages including 15 photos, 1/48- and 1/72-scale drawings of CR 20, CR 20bis, and CR 20 Idro, and tables. (The CR 20 was exported to Austria, Hungary, Paraguay, Lithuania, Spain, & Poland.) "Nap of the Earth" 3 pages including 6 photos (AP 1, Ba 64, & AC 3). Photo: Romanian Nardi F.305 'YR-POP'.

IL NOTIZIARIO (IPMS Italy, CP 182, 41100 Modena Ferrovia; 4 issues 24,000 Italian Lira in Europe or \$18.00 overseas).

1/88 (32 pages) "F-104 Starfighter" 6 pages including a page of sketches of details and 4-view drawing of Italian camouflage scheme. "Cobra 3" 8 pages including 9 photos, sketches of details, and 6 side-view drawings (Japan, Pakistan, & Jordan).

JP-4 (JP-4, CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere).

8/88 (100 pages) Sweden CASA 212CE 'SU-IVE' (color); Greece Mirage 2000 (color); and Thailand F-5E '10213' & A-37B '21112' (color). "Dornier sul Sahara" 4 pages including 4 color photos of Spanish CASA C-127. "In Difesa del Mare" 4 pages including 3 color photos of P.166-DL3. "Un'Aviazione 'Verde'" 4 pages including 4 color photos of Irish Magister, SF-260, Dauphin, & HS-125. "Dal Gerfaut al Griffon" 8 pages including 9 photos and scale drawings. "FIDA 1988" 3 pages including 4 color photos (MD-530, ECH-51 Pillan, Chile Mirage 50C, & T-35S Pillan).

"Plastimodellismo: Ouragan e Mystere IVA" 4 ages including 6 color side-view drawings (Israeli Ouragan and Indian Mystere IVA).
9/10 88 (100 pages) Color photos: Zaire C-130H '9T-TCF'; Thai Fantrainer '6002'; and Chile IAI Westland '130'. "Fantan la Scommessa Cinese" 8 pages including 3 color photos, cut-a-way drawing, and 3-view drawing. "Aviazione nelle Canarie" 4 pages including 9 color drawings. "Il Dirigibile Dimenticato" 4 pages including 8 photos and table.

NEW ZEALAND

SCALE DIMENSIONS (IPMS NEW ZEALAND, c/o Paul Tibbutt, 43 Jillteresa Cres, Bucklands Beach, Auckland; 4 issues US\$10.00)
4/2 April 1988 (28 pages) "Aircraft of the RNZAF: Avro 625 Anson" 10 pages including individual aircraft history, 8 side-view drawings, numerous drawings of nose art, and 1/72-scale drawings of Mk 1 and Mk 12.

NORWAY

LIMTUBEN (IPMS-Norway, PO Box 70, N-2831 Raufoss)
Last issue received: Vol.13, Nr.1 1987

ROMANIA

MODELISM TEHNIIUM (Rompresfilatelia, PO Box 12-201, Bucuresti, Calea Grivitei 64-66, ROMANIA; one year - 4 issues - \$10.00.)
2/88 (32 pages) "Among the tens of thousands of P51 Mustangs built during WW 2, one has a yet not completely known story: 'Sleepy Ann', brought to Bucharest by a Romanian pilot." 4 pages including 2 photos, color drawings, and 3 pages of detailed scale drawings. "ANT 6 is the plane of the first Soviet polar scientific expeditions." 2 pages including 2 photos and scale drawings. "AT the end of WWI, Romanian AF received some Nieuport 24 planes." 4 pages including one photo, two color side-view drawings, and 3 pages of scale drawings. "The famous Mi 24 helicopter" 3 pages of color drawings (East German, Czech, & Soviet).

SINGAPORE

SCALE PLASTIKS (Plastic Modellers Society Singapore, 32 Mangis Rd., Singapore 1542.)
Last issue received: #9

SOUTH AFRICA

THE GOLDEN JAW (IPMS Johannesburg, PO Box 186, Honeydew 2040, REPUBLIC OF SOUTH AFRICA; send 2 IRC's for subscription information.)
#2 (28 pages) "SAAFILE" 2 pages on SAAF aircraft with 2 side-view drawings (Mirage IIIBZ & IIID2Z) and 2 photos (C-130B & Hurricane). Review copy courtesy of Paul Adams (SAFCH #773).

SWITZERLAND

VIRUS PLASTICUS (IPMS-Switzerland, c/o Mathias Weichelt, Zeltgstrass 27, 3027 Bern; 4 issues 35 SFr)
2/88 (28 pages) "Camouflage and Markings of the Swiss BF-109's" 8 pages including complete text in English, 6 photos, and 1/48-scale drawings of Bf-109E 'J-311' in neutrality markings. "Die Junkers F-13" 4 pages including one photo 'D571' and 3-view drawings 'CH-92'.

USA

WWI AERO (Leonard Opdycke, 15 Crescent Rd., Poughkeepsie, NY 12601; 5 issues \$ 20.00).
#121 Sept 88 (108 pages) "Cody" 25 pages including 25 photos and 5 pages of scale

drawings. "USMC TM S4C" 5 pages including 5 photos and 2 pages of scale drawings. "Sikorsky Grand" 2 pages of scale drawings. "Etrich Taube" 2 pages with 4 photos and a page of scale drawings. Drawings: Blackburn #1, Vickers Vimy, Macchi M-14, Veloz 1916, and Breguet LE.

SKYWAYS (World War I Aeroplanes, 15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$ 20.00)

#7 July 1988 (72 pages) "Vought VE-7" 16 pages including 30 photos. "Bellanca TES" 4 pages including 6 photos. "Trieste-Turin" 4 pages including 8 photos. "FB-5 Restoration" 14 pages including 21 photos and 4 pages of 1/48-scale drawings. "Chronology Highlights 1932-1933" 6 pages including 10 photos. "Driggs Dart 11" 4 pages including 4 photos and a 2-page 1/20-scale drawing. "Vought-Sikorsky VS-44A" 5 pages including 3 photos. "Cockpits: Grumman G-21" 3 pages including 4 photos.

OVER THE FRONT (League of the World War I Aviation Historians, PO Box 260327, Plano, TX 75026; 4 issues \$25.00 in US, overseas rates by request.)

3/1 Spring 1988 (100 pages) "21 April 1918 - The Bodenschatz Account" 17 pages. "Flying High Up and Far Over" 8 pages. "American Cadet Training in Europe" 14 pages. "German Army and Naval Air Services Victory Claims (Jan. - Mar. 1916)" 11 pages. "'Tommy' Letters to Bill Truver from D.G. Lewis" 9 pages. "The Wartime Experiences of David W. Lewis" 10 pages. "Piloting for Aerial Observation" 7 pages. "The Final Honors" 9 pages. "Escadrille N.87 - 'Les Chats Noirs'" 6 pages including 4 photos and 10 side-view drawings.

PRI-FLY (IPMS Washington DC, c/o Carol Fleckenstein, 13816 Choptank Ct., Centreville, VA 22020; 4 issues \$7.00 for US, \$8.00 all others).

Last issue received: #67

NEW BOOKS ON THE BUFFALO & THE VIETNAM AF

"I just picked up a couple of new Squadron/Signal books: 'F2A Buffalo in Action' by Jim Maas (of course) and 'VNAF: South Vietnam Air Force 1945-1975' by Jim Mesko. The Buffalo book is about what you'd expect; many of the photos are familiar, but it does explain the differences between Buffalo variants, something I've been trying to figure out for a long time.

"Mesko's 'VNAF' (\$8.95) is another story. This is an outstanding overview; its 64 pages include an informative, interesting text, some 30 color profiles by Don Greer, and zillions of b/w and color photos - nearly all of them new to me. Some of the highlights: drawings of an MS.500 and a Beech C-45 with the early roundel insignia, a description of USAF units flying in VNAF marking in the early 60's, a photo of a Cessna O-1 sitting forlornly on the deck of the USS Midway in 1975, and drawings or photos of the following types in VNAF service: F8F Bearcat, Aero Commander, Alouette III, U-6 Beaver, DHC C-7, AC-119, CH-47 Chinook, B-57, & F-5E. Altogether very impressive.

"Now if we could get Squadron/Signal to make this the beginning of a small-air-forces series; perhaps next they could do Ethiopia, or South Korea, or"

Randolph Geithman (SAFCH #400), 2615 Eden Ave., Apt. 2, Cincinnati, OH 45219.

EARLY ECUADOREAN AIRCRAFT

"As part of an on-going project to research and document the history of military aviation in Ecuador, I have found it very difficult to find anything locally on early Ecuadorean aircraft. I would, therefore, like to ask SAFO readers if they have information or drawings on the following pioneers?"

Alfredo J. Jurado (SAFCH #744), PO Box 5608, Guayaquil, Ecuador.

1912	Farma 50 hp ?	
1912	2 Dalmistro (Chiribiri?)	arrived 12.15.12; w/o 10.19.13
1913	Nieuport XVII	
1913	Deperdussin	
1913	Bleiriot	
1913	Spad	never operated; w/o 5.18.20
1920	Ansaldo SVA.10	acquired by the Italian colony
1920	Caudron	acquired by the Syrian colony
1920	Salomon	2 acquired by the flying school
1920	Traversari	indigenous built by Pedro Traversari
1921	Aviatik C.1	sole new aircraft acquired
1921	Macchi M.7 ?	bought by the Chinese colony
1923	Gabardini	13 acquired by the flying school
1924	Sopwith Camel (Pup?)	acquired by the French colony
1924	Savoia S.16	powered by 300 hp Fiat engine
1925	SAML S.2	acquired by the Syrian colony
1925	WACO	
1929	Travel Air	2 acquired 10.18.29; c/n R-1 & R-2
1929	Leoning seaplane	
1931	Alexander ?	bought by Rafael Dillon 10.13.31
1931	Curtiss Osprey CW-14R	2 aircraft
1931	Ford 5 AT	first flying ambulance
1934	Osprey Junot ?	
1935	Curtiss Wright CW-14R ?	
1935	Curtiss Wright 10CW16E	6 acquired; one w/o 10.16.37
1938	Curtiss Wright CS-19R	7 acquired ?
1938	Meridionali Ro-37bis	believe 6 were on inventory
1941	Junkers Ju52/3m	bought 9.5.41 for SEDTA
?	Ryan PT-19	20 bought as primary trainers
?	Ryan PT-22	10 aircraft
?	Beech C-45	10 for light transport
1944	Vultee BT-13B	12 believed to be acquired
1953	Sikorsky UH-19B	2 acquired; one a/n FAE 527536
1953	Bell 47G	no info on 3

INDEX TO SCALE DRAWINGS OF SOVIET AIRCRAFT

"I would like to solicit the help of SAFO members in compiling an index of the aircraft drawings published in the Soviet magazine 'Modelist Konstruktor'. Many SAFO members should be familiar with this magazine, a sort of Soviet Popular Mechanics. While the majority of the material is of little interest to anyone in our fraternity. (How to make a kayak out of fertilizer sacks, that sort of thing.), about two-thirds of the issues have contained some of the most detailed aircraft scale drawings in the world. The subjects are nearly always Soviet and usually obscure. No F-16s and Spitfires here! (For the record, the magazine also publishes equally good drawings for Soviet armor and ships, but that's outside the scope of my project.)"

"Unfortunately, distribution to the West has been naturally haphazard. No one I know has a complete collection, nor is it likely that anyone outside of their editorial staff has any idea of all that has been published in the last twenty years. For this reason, I have been trying to compile an index to the aircraft plans."

"Below is a list of known issues and subjects. Issues which are shown without a subject listed contain no aircraft plans. Those issues listed with an 'X', I have in my collection or have personally checked. The others were either reported to me or mentioned in other sources. I have no information about issues not listed. Anyone who can add to, or correct, this listing is urged to write to me. I would be happy to trade copies or issues (I have a few duplicates and I'm desperate to get the Shavrov Sh-2). Even if you have loose plans and don't know from which issue they came, it would be helpful to know about them."

Another thing which is very helpful is the index published every year in issue #12. Although in Russian, aircraft designations can be plucked out by the sharp-eyed enthusiast.

Greg Reynolds (SAFCH #105), PO Box 370841, Montara, CA 94037.

70	7		80	1 X	Antonov	An-28	
73	1	Antonov	A-7	80	2 X	Antonov	An-28
73	2	Tupolev	SB	80	5 X	Yakovlev	AIR-1
73	3	?	"Lituanica"	80	6 X	Yakovlev	AIR-1
73	4	Yakovlev	UT-2M	80	8 X	Yakovlev	Yak-52
73	5	Lavochkin	La-11	81	1		
73	6			81	2 X		
73	7			81	3 X		
73	8	Yakovlev	Yak-24	81	4		
73	9	Ilyushin	Il-28	81	5 X	Yakovlev	AIR-3 & -4
73	10	Ilyushin	Il-14M	81	6		
73	11	OOS	Stal-2	81	7 X	PZL	M-15
74	2			81	8 X	Yakovlev	AIR-5
74	3	PZL	104 Wilga 35	81	9 X		
74	4			81	10	Gribovskii	6-25
74	6			81	11		
74	9	Lavochkin	La-7	81	12 X	Chyvetverikov	SPL
74	11			82	2 X		
74	12	Sukhoi	Su-2	82	7	Polikarpov	I-16
75	1 X	Yakovlev	Yak-1	82	11 X	Polikarpov	I-17
75	2	Sukhoi	Su-2	83	1 X	Yakovlev	I-30
75	3			83	3 X	Petlyakov	Pe-3bis
75	4	Yakovlev	Yak-3	83	7 X	Polikarpov	I-185
75	5	Shchyrbakov	Shchyre-2	83	8 X	Bolkhovitinov	OB-A
75	6	Gribovskii	6-11	83	9 X	Lavochkin	La-11, -9
75	7	Sukhoi	Su-5	83	9 X	Makarov	ESKA-1
75	8	Ilyushin	Il-2	84	1	Sukhoi	Su-9
75	9	Ilyushin	Il-2	84	2		
75	10	Yakovlev	BB-22	84	3 X	Mikoyan	MiG-15
75	11 X	Sukhoi	Su-12	84	4 X		
76	1 X	Sukhoi	Su-6	84	5		
76	3	Polikarpov	Po-2, ShS, M	84	6 X		
76	5	Yakovlev	Yak-9D, B, U	84	7 X	Mikoyan	MiG-21
76	6	Shavrov	Sh-2	84	8		
76	8 X	Tupolev	UTB-2	84	9 X	Wright	Flyer
77	1			84	10 X		
77	2		a/c bombs	84	11 X	Faraan	IV
77	3 X	Tupolev	I-4, bis	84	12 X	Faraan	IV
77	5	Chyranovskii ?		85	1 X	Voisin	
77	8 X	Mikoyan	MiG-3	85	2 X		
77	9 X	Chyranovskii	BiCh-7A	85	3 X	Sopwith	Tabloid
77	9 X	Korolyev	RP-318-1	85	4 X		
78	5 X	Yakovlev	Yak-20	85	5 X	Lavochkin	La-5
78	7			85	6 X		
78	8 X	Tupolev	Ant-25	85	7 X	H. Brandenber	C-1
78	11			85	8 X	Ilyushin	OB-3, II-4
79	5 X	Yakovlev	Yak-6	85	9 X	Ilyushin	OB-3, II-4
79	6 X	Yakovlev	Yak-6	85	9 X	Grigorovich	M-5
79	7 X			85	10 X		
79	8 X	Yakovlev	AIR-7				

DOMINICAN REPUBLIC VIBRATORS

"A small addenda to article on the Vultee Vibrator that appeared in SAFO #39: It has come to my attention that, of the 16 BT-13's on hand with the Dominican Air Force between January and April 1950, no fewer than eight were armed in some fashion, although just how is not known. This would be most interesting item of information to uncover. Can anyone out there help?"

Dan Hagedorn (SAFCH #394), 912 Davie Lee, Copperas Cove, TX 76522.

PM TURKEY NEED HELP WITH FUTURE KITS

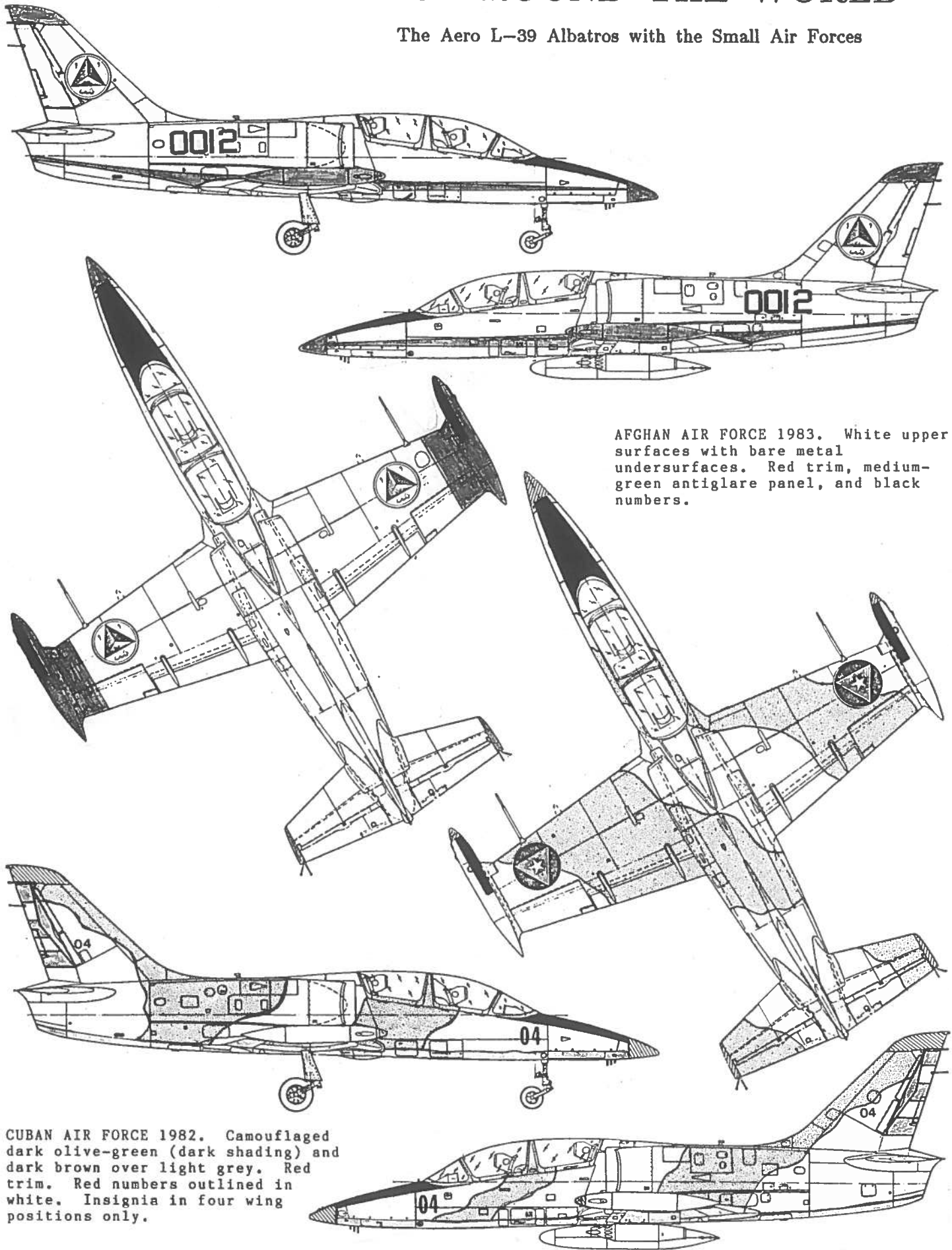
"I need some help in preparing future kit releases. Can anyone provide me with the following information: (1) Colors and markings for Beech C-45 and T-11, especially for small air forces. (2) Sale drawings with cross sections and markings for small air forces for the Mil Mi-4 and Mi-8 helicopters."

PM Plastic Models, PK 133 Bakirkoy, Istanbul, TURKEY.

(Editor's note: Here is a rare opportunity to help a manufacturer produce the kits and the decals you want. Let's flood Turkey with information, and be sure to mention you are a SAFCH member. Also, it will help our credibility if the SAFCH Sales Service quickly sells all its PM Fokker D-XXI kits.)

ALBATROSSES AROUND THE WORLD

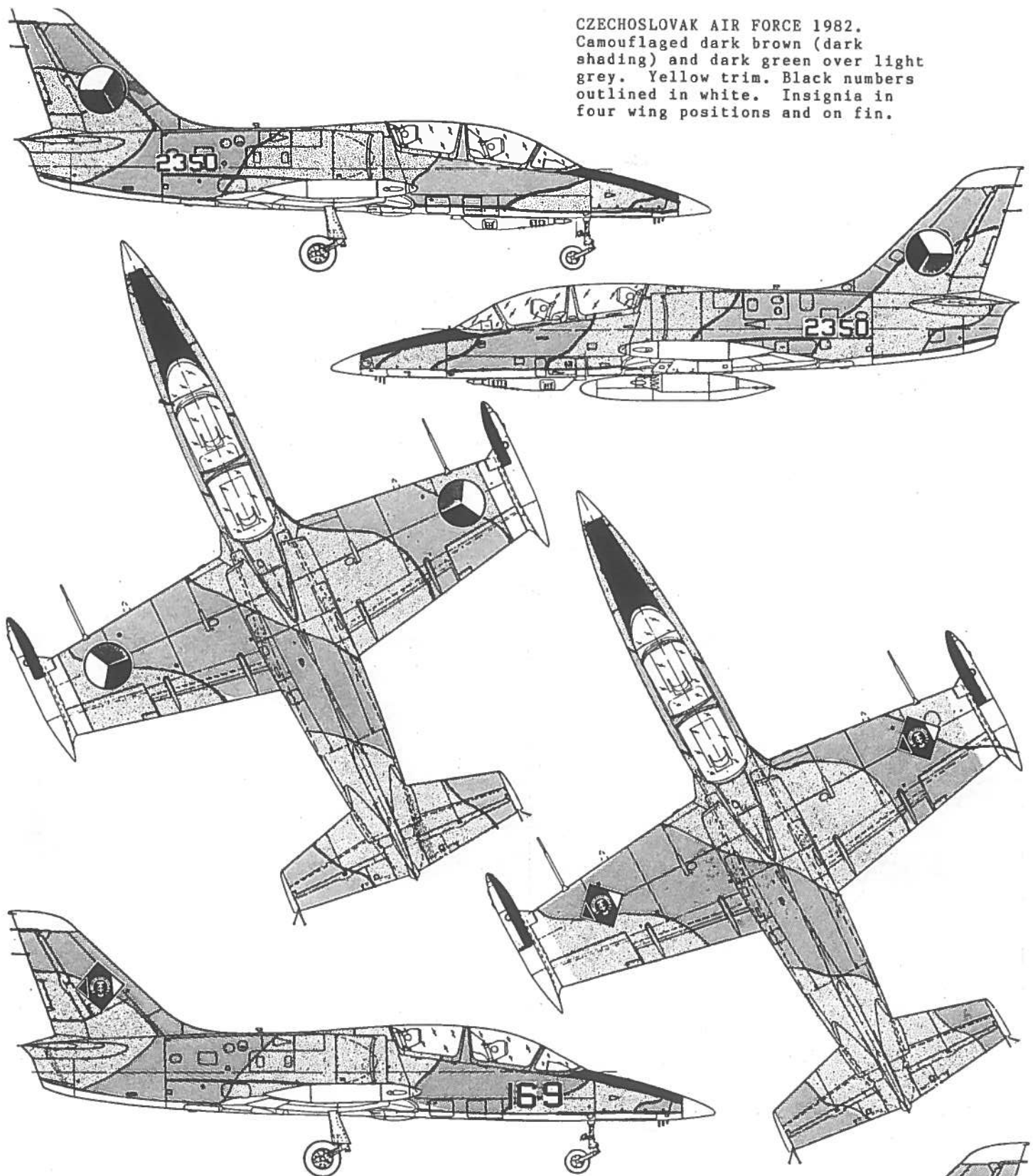
The Aero L-39 Albatros with the Small Air Forces



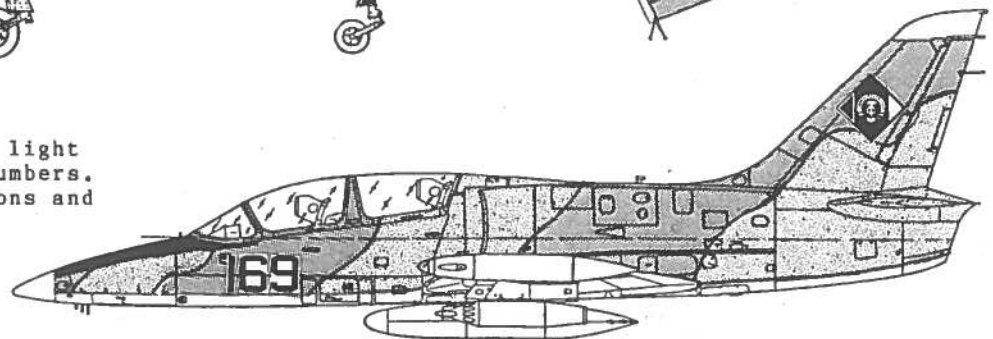
AFGHAN AIR FORCE 1983. White upper surfaces with bare metal undersurfaces. Red trim, medium-green antiglare panel, and black numbers.

CUBAN AIR FORCE 1982. Camouflaged dark olive-green (dark shading) and dark brown over light grey. Red trim. Red numbers outlined in white. Insignia in four wing positions only.

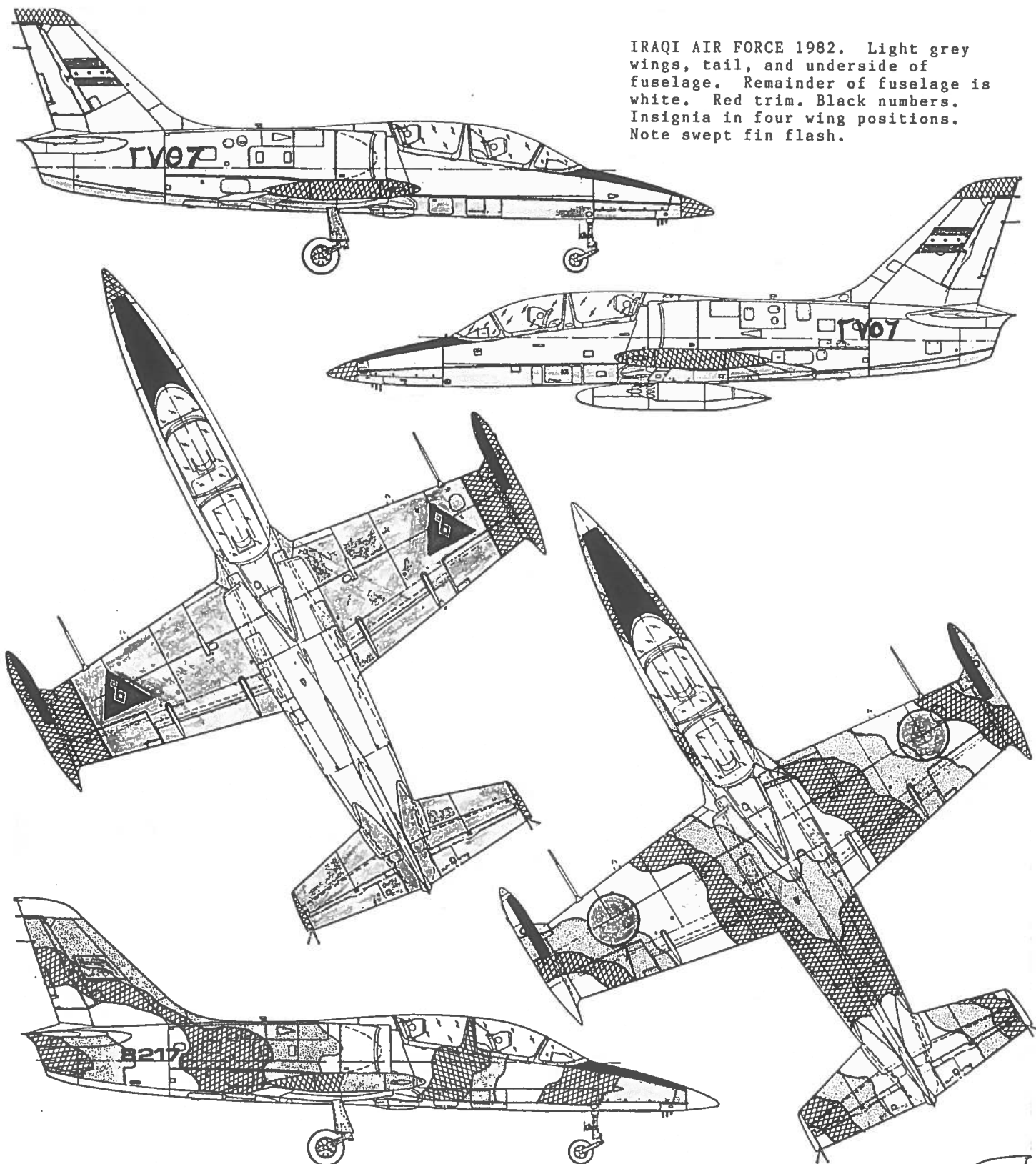
CZECHOSLOVAK AIR FORCE 1982.
Camouflaged dark brown (dark shading) and dark green over light grey. Yellow trim. Black numbers outlined in white. Insignia in four wing positions and on fin.



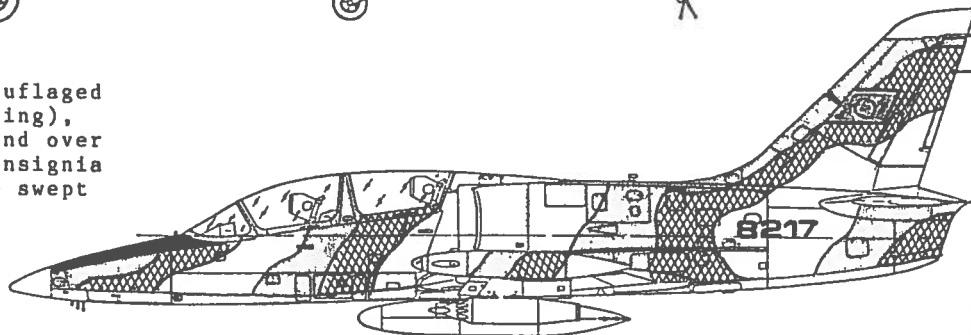
EAST GERMAN AIR FORCE 1982.
Camouflaged dark green (dark shading) and dark brown over light grey. Yellow trim. Black numbers. Insignia in four wing positions and on fin.



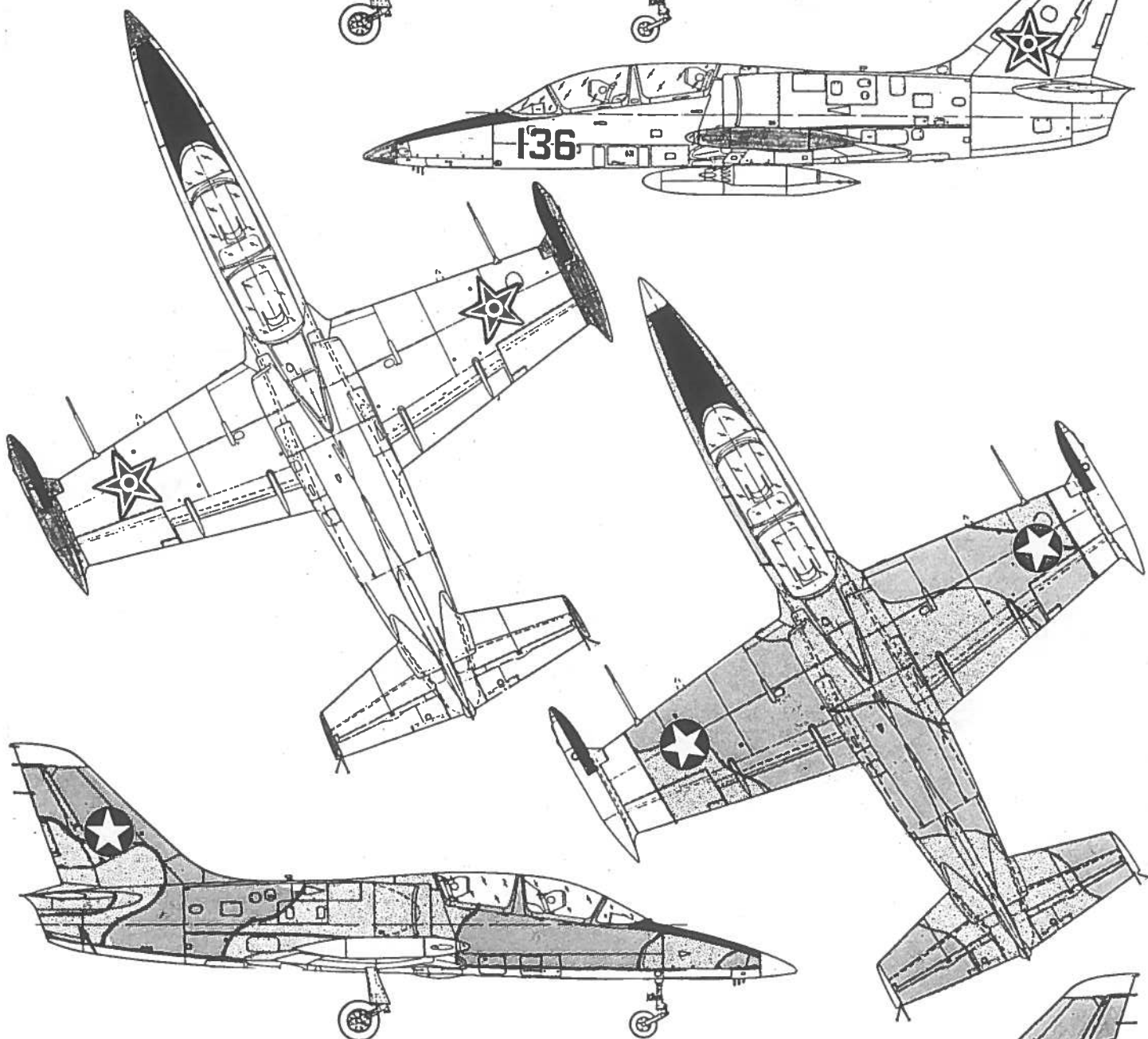
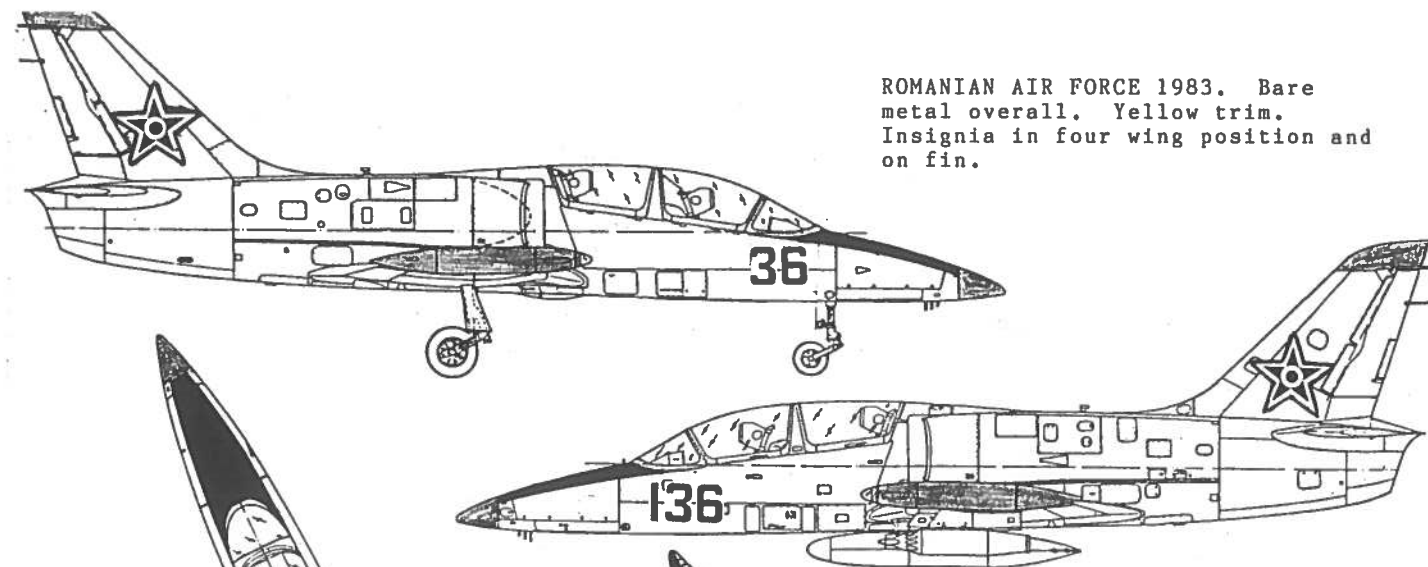
IRAQI AIR FORCE 1982. Light grey wings, tail, and underside of fuselage. Remainder of fuselage is white. Red trim. Black numbers. Insignia in four wing positions. Note swept fin flash.



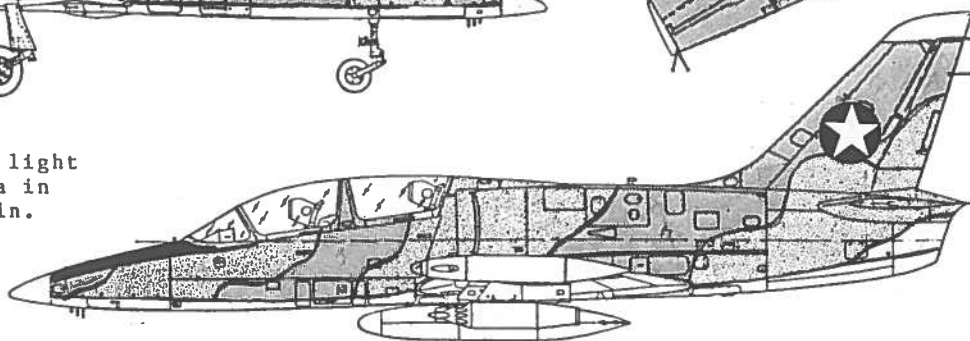
LIBYAN AIR FORCE 1982. Camouflaged dark green (cross-hatch shading), brown (dark shading), and sand over light grey. Yellow trim. Insignia in four wing position. Note swept fin flash.



ROMANIAN AIR FORCE 1983. Bare metal overall. Yellow trim. Insignia in four wing position and on fin.



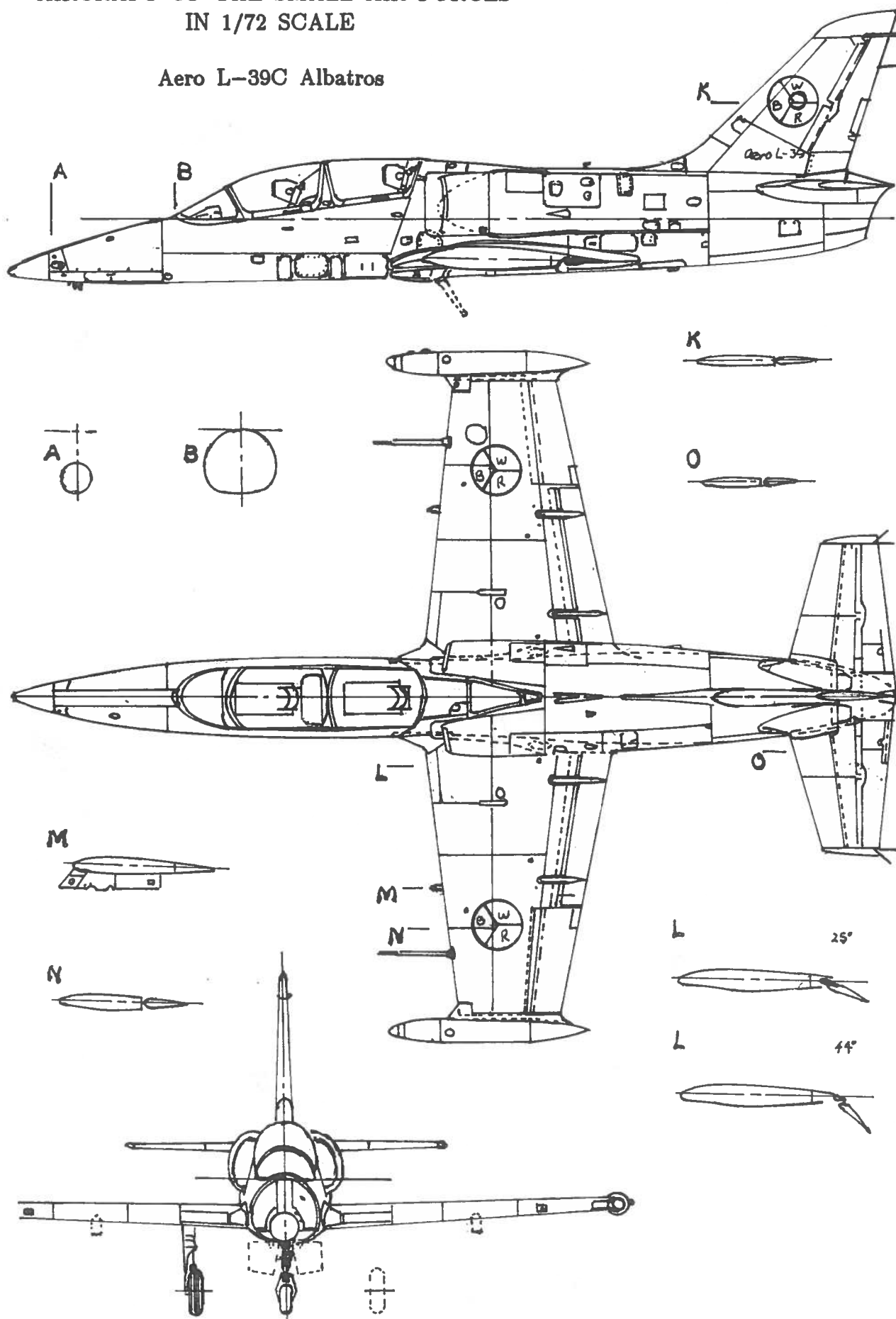
VIETNAM AIR FORCE 1982. Camouflaged dark green (dark shading) and dark brown over light grey. Yellow trim. Insignia in four wing positions and on fin.

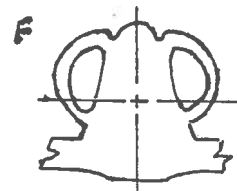
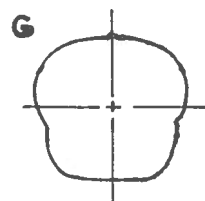
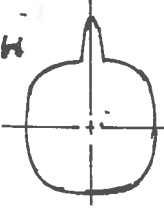
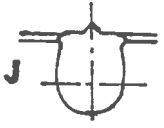
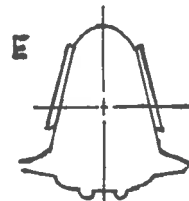
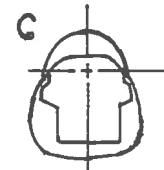
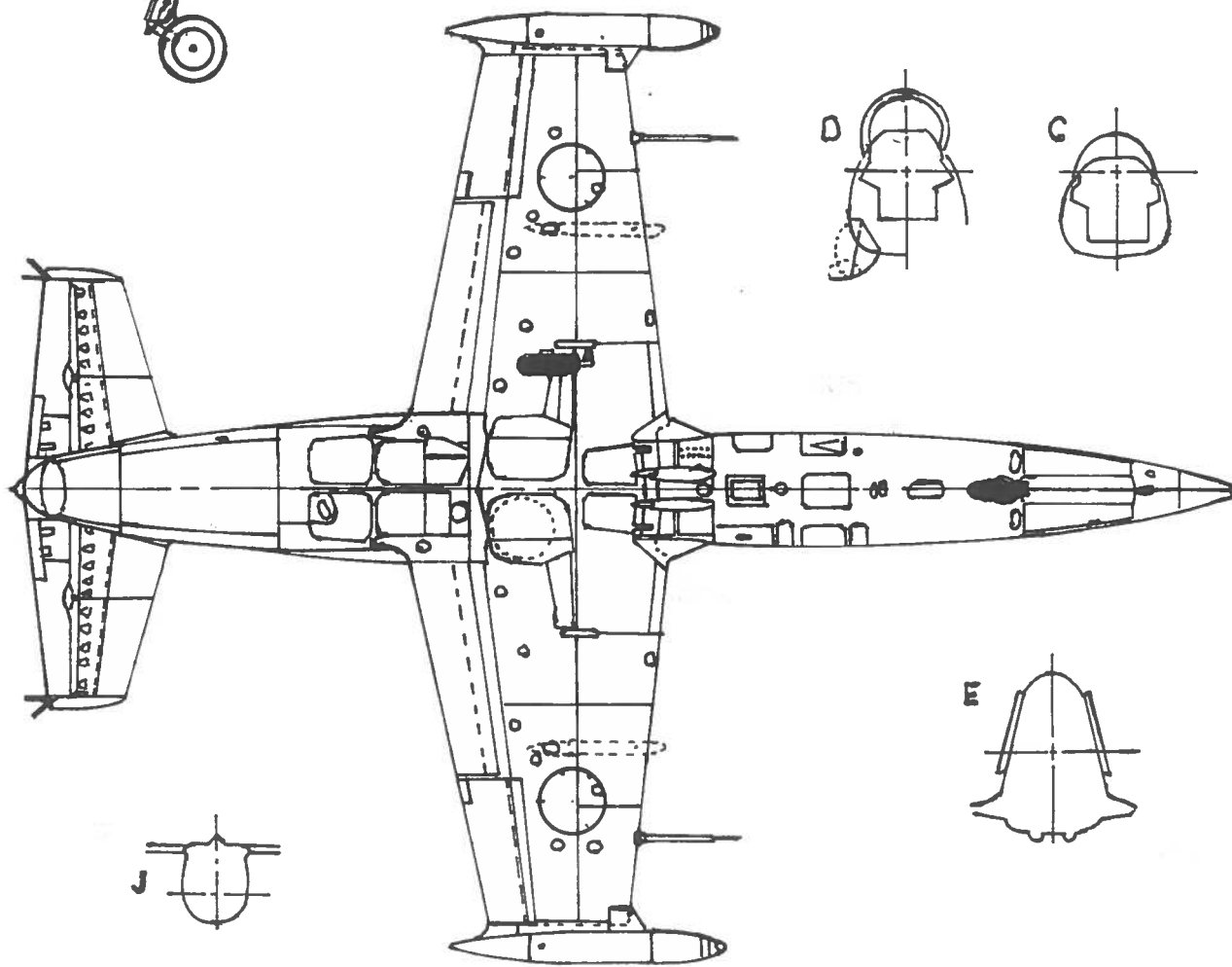
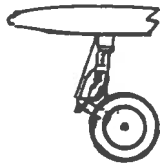
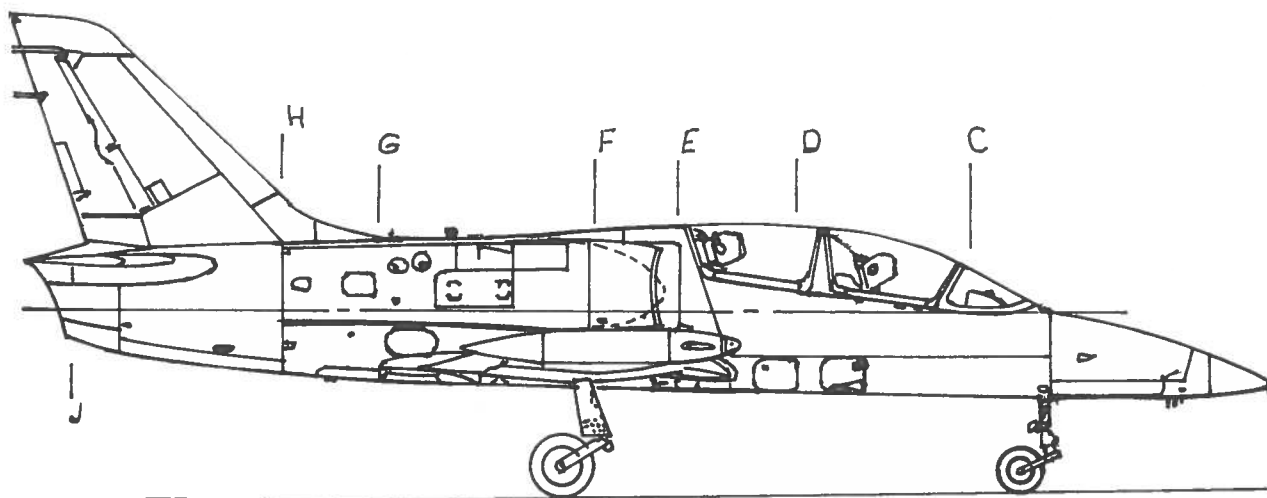


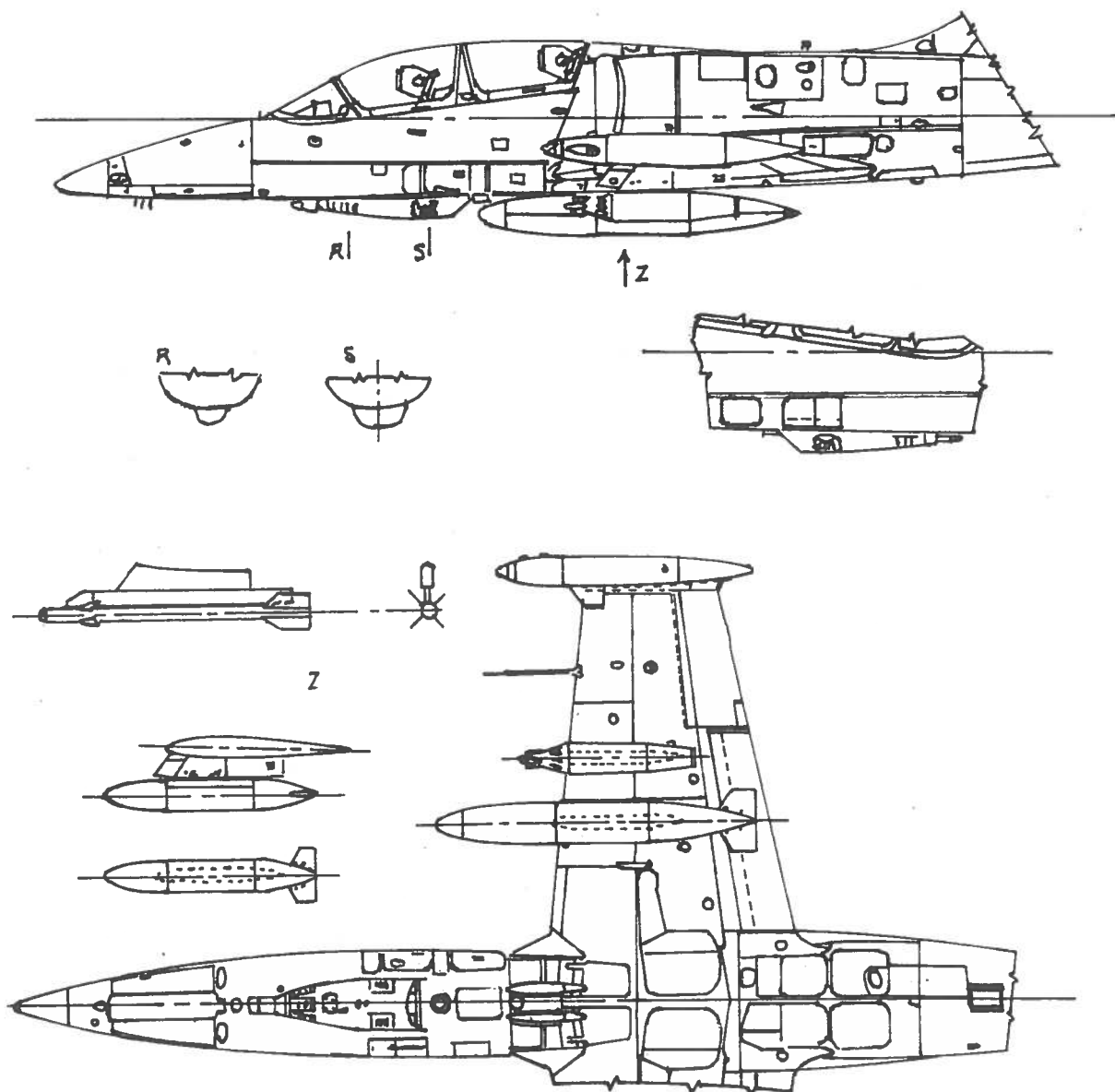
Nick Waters (SAFCH #2), 5509 Darby Lane, The Colony, TX 75056

AIRCRAFT OF THE SMALL AIR FORCES IN 1/72 SCALE

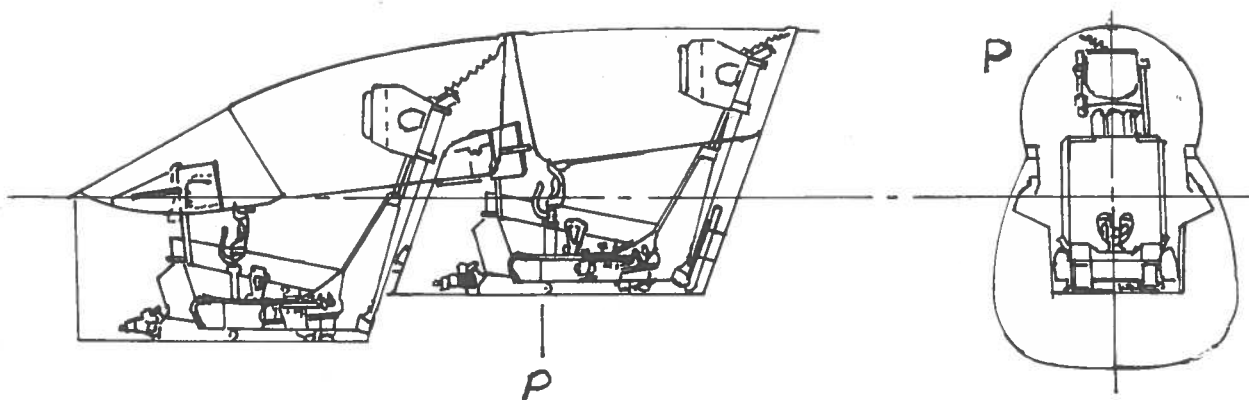
Aero L-39C Albatros







Cockpit detail in 1/36 scale



Wayne Denny (SAFCH #422), 5113 Gaviota Ave., Long Beach, CA 90807

AERO L-39 ALBATROS DECALS

Aero L-39 Albatros. Modela Decals; 1/72 Scale.

"The second in a series of decals sheet from Modela in Czechoslovakia is intended for use with the 1/72-scale KP kit for the Aero L-39 Albatros. This set consists of a 4-page instruction sheet and two 15 cm by 21 cm decal sheets providing the decals and color schemes for the following 8 machines: Czech L-39ZA; Cuban L-39C; Vietnamese L-39C; Libyan L-39Z0 (with emblem for the Libyan Flying Academy); Syrian L-39Z0; Iraqi L-39C (with emblem for the Flying School of Rashid); Czech L-39V; and Soviet L-39C.

"To avoid registration problems, most of the national insignia and all the outlined numbers are divided into separate color. The text is in Czech only, but the 2-view color schemes are printed in color, so knowledge of the Czech language is not necessary."

Daniel Petz (SAFCH #623), Na Ladvi 21,

ILUSTROVANA HISTORIA LETECTVI #4 (Albatros, Po-2, & Wirraway)

"The most recent of the Czech publication 'Triada' describes the Aero L-39 Albatros, Polikarpov Po-2, and Commonwealth Wirraway. As usual with this series, this book contains drawings of cockpit interior, undercarriage, and engine details for all three aircraft, as well as unique black-and-white photos, scale drawings, and full-color drawings of camouflage schemes.

"Color schemes are illustrated for the following air forces. L-39: Czechoslovakia (8), Cuba, Syria, Ethiopia, Nigeria, Libya, Iraq (camouflaged); Romania, USSR, Bulgaria, Afghanistan (2), & East Germany. Po-2: Czechoslovakia (2), USSR (8), France (2),

182 00 Praha 8, CZECHOSLOVAKIA.

[Editor's note: The second sheet contains only the stripes for the Iraqi aircraft. The large blank area is varnished so it is great for making your own decals. Also included are a pair of instrument panels with associated side panels. The school emblems are printed only in black so some hand painting will be needed. The color schemes provided by these decals are the same as appeared in L+K 8-10 1983. Included in the L+K article, but missing from this sheet are the decals for the Afghan L-39. This understandable omission is not hard to rectify. The markings and trim are identical to that for the Iraqi aircraft, so all that needs to be added are the national markings which can be handpainted with little difficulty. These decals (and the earlier MiG-15 sheet) are available from the SAFCH Sales Service.]

Poland (4), Hungary, East Germany, & Yugoslavia (re-engined with Czech Walter Mikron engine). Wirraway: Australia (10 - including post-war RAAF and RAN).

"I will send about 20 copies to you as soon as they are available in the shops."

Daniel Petz (SAFCH #623), Na Ladvi 21, 182 00 Praha 8, CZECHOSLOVAKIA.

[Editor's note: This is an excellent series. The information on the Albatros will be particular welcome considering the recent release of decals for this aircraft. By the time you read this, I should have the books. So, order your book (and decals) now.]

NEWS FROM EMBRAER

"The Brazilian Air Force started taking delivery from Embraer of the first of six Bandeirantes ordered last year, of the new C-95C version, that will be utilized by the Service in the northern part of the country on project 'Calha Norte'.

"Although retaining the manufacturer's previous military designation EMB-110P1K, the C-95C is in fact a version deriving from the EMB-110P1A commercial transport variant that entered production in 1983.

"Like its civilian counterparts, the C-95C features 10 degree dihedral in the horizontal stabilizer to reduce vibration and noise levels. Additionally, it is the first version in this well-known turboprop transport family to feature a partial glass-cockpit with digitalized avionics.

"Altogether the Air Force has taken delivery since 1973 of 134 Bandeirantes, the breakdown by versions being the following: 60 of the transport version EMB-110 (C-95), 20 of the utility transport version EMB-110K1 (C-95A), 28 of the utility derivative EMB-110P1K (C-95C), 6 of the aerophotogrammetric EMB-110B (R-95), 5 of the search & rescue derivative EMB-110P1K/SAR (SC-95B), one of the artificial rain research version EMB-110P1 (XC-95B), 2 of the navigation aids calibration version EMB-110P1 (EC-95B), and 12 of the maritime patrol model EMB-111 (P-95). This number will increase to 150 aircraft when all

six C-95C from the present order, plus 10 new EMB-111 (P-95) ordered late last year, are delivered.

"To date Embraer has delivered 469 Bandeirantes in various versions to operators in 36 countries worldwide out of total orders for 485 aircraft."

Embraer News, 30 May 1988.

SCALE DRAWINGS WANTED

"I am searching for scale drawings of French, Italian, and German aircraft of the 20's and 30's from the following sources: La Fanatique, Aerofan, Flugzeug, etc. I have drawings to trade or I will buy. Also wanted are French, Italian, and German aero magazines.

"I have approximately 70 of the Mikro kit of the Il-2m3 Shturmovik available for sale at \$3.50 each including postage and a good 1/72-scale drawing from a Russian source."

Joseph G. Francesco (SAFCH #836), 630 Bloomfield Ave., Verona, NJ 07044

SCALE DRAWINGS AVAILABLE

"I have available for sale original plans from solid wood model kits priced from \$0.50 to \$1.00, photo copies of many Hawk and others, solid model plans for \$0.15 for 8x11 or \$0.25 for 11x17, and Jaco-Lac and other decal sheets from the 1940's. Send SASE for list."

Doug Wendt (SAFCH #71), 910 Kuhns Rd., Whitefish, MT 59937.

AIRCRAFT OF THE ROYAL THAI AIR FORCE

Fig. 1. Avro 504N, Royal Siamese Air Service, 1920s.

Silver over all, glossy black cowl panels, varnished wood struts, and usual roundels and rudder stripes. Scheme seen on a photo in the RTAF Museum. The insignia on the fuselage is not entirely visible, but it seems to be a red(?) heart or shield with a white hawk.

Fig. 2. Heinkel Hd-43, RSAS, delivery scheme, early 1930s.

Silver over all with usual roundels and rudder stripes. In 1930-31, a single Hd-43, two Bristol Bulldogs, and two Boeing 100Es (P-12Es) were acquired for evaluation. All were delivered in schemes identical to that shown here. There's a photo of a Siamese Bulldog in Profile #6 and a photo of the Boeing 100E (c/n 1488) in Air Enthusiast #25. This latter machine has been repainted since the photo was taken and now has a color scheme identical to that shown here.

Fig. 3. Mitsubishi Ki-30, RTAF, 1942-45.

Two-tone upper surface camouflage, probably dark green and earth. Light grey undersurfaces. White fuselage band. National insignia (see drawing 4A) in six positions. Extrapolated from a photograph showing a Thai Ki-30 in post-war markings (with roundels, rudder stripes, and painted-out fuselage band as shown in Fig. 6). Twenty-four Ki-30s were delivered to the RTAF in late 1940. There's a photo of a post-war Ki-30 in Air Enthusiast #25.

Fig. 4. Nakajima Ki-27, RTAF.

This is what I think a Thai Ki-27 looked like. Twelve Ki-27s were delivered to the RTAF in late 1942, these being ex-Japanese Army AF machines. The JAAF's 50th Sentai converted from Ki-27s to Ki-43s in Thailand in mid-1942; some of these undoubtedly later becoming Thai AF property. I've shown the Ki-27 in standard JAAF dark green over light grey camouflage, with white fuselage band and white elephant markings. I suspect the Japanese red disc markings were retained on the upper surfaces of the wings as was the case with wartime Thai Ki-43s (see Aircam #13 for photos and sketches of these). The RTAF Museum has a model of the Ki-27 in this color scheme but with a red cowl.

4A. Thai AF insignia, 1942-45. A white running elephant on a red rectangle, sometimes outlined in white on upper surfaces. In case anyone wonders as to this insignia's origin, this was the pre-1917 Siamese flag. Nichimo's 1/48-scale Ki-43-I and Hasegawa's 1/32-scale Ki-43-II provide these markings on their decal sheets. Incidentally, the Nichimo kit is absolutely superb, but the RTAF flew only Ki-43-IIIs.

Fig. 5. Vought V.93S Corsair, as displayed in RTAF Museum, November 1987.

Dark green, earth, light grey camouflage, white fuselage stripe, and usual Thai roundels and rudder stripes. The fuselage insignia is a Hanuman figure (monkey warrior from the Thai Ramayana Epic) which is extremely complicated in design and colour. This aircraft has c/n 14682. (This aircraft has been repainted since the photos that appeared in Air Enthusiast #25

were taken. See photo with this article for new design.) The RSAF built 72 V.93S Corsairs at their Bangsue workshops from approximately 1934. The USN equivalent was the O3U-6.

Fig. 6. Vought V.93S Corsair, RTAF 1945-46.

Dark green, earth, and light grey camouflage with white fuselage stripe overpainted, and usual Thai roundels and rudder stripes. Note cockpit canopy has been removed. Photo in Air International, July 1980.

Fig. 7. Curtiss Hawk III, RTAF, 1942-1945.

Dark green, earth, and light grey camouflage with white fuselage stripe overpainted, and white elephant insignia in six positions. Forty-nine Hawk IIIs were used by the RSAF from 1935 (25 being built in Thailand). Thailand also had 12 Hawk IIs from 1934.

Fig. 8. Curtiss Hawk III, RTAF Museum, November 1987.

Colour scheme the same as Fig. 5. Fuselage insignia shown in accompanying photos.

Fig. 9. Curtiss Hawk 75N, 5th Wing, RTAF, 1941-42.

Camouflage almost certainly dark green and earth over light grey, but the colour separation can not be determined from the photo. Decking inside the fuselage windows seems to be natural metal, as is the propeller. White band on the fuselage. Thai flag insignia on wings and usual rudder stripes. The fuselage insignia seems to be a simplified version of that on the machine described below, possibly white with black details. White Thai numerals '48' on fin. Note camouflage wrap-around on wing and undercarriage leading edges. Note also that the underwing gun gondolas on this aircraft seem to be far too small to mount the 20-mm cannon stated for these aircraft. Possibly a temporary fitting of machine guns? Photo in Air Enthusiast (now Air International) November 1971 and AI July 1980.

Fig. 10. Curtiss Hawk 75N, RTAF Museum, November 1987.

Colour scheme as for Fig. 5. Note tip of spinner is yellow. Fuselage insignia is different from the version of the Hanuman figure carried on the Corsair and Hawk III. There is a color photo of the aircraft in Air Enthusiast #25, but alterations have been made to the aircraft since then, notably the addition of crude underwing cannon gondolas and the removal of the outer sections of the wheel spats. The c/n of this aircraft is 12763.

Fig. 11. Martin 139WS, RTAF, 1941.

Camouflage and markings as in Fig. 9. In a book published in Thailand about the Franco-Thai air war, there is a photo of a line-up of 12 Thai Hawk 75s with a camouflaged 139WS in the distant background. The photo is not distinct enough to be 100% certain about the upper surface camouflage demarcation. The rectangle drawn on the fin shows the position of the white Thai numerals(?) that are unclear on the photo.

Fig. 12. Mitsubishi Ki-21-I, RTAF, delivery scheme, 1940.

Light grey over all, white fuselage band, and usual Thai roundels. Note the lack of rudder stripes. Later, this machine undoubtedly received the dark green and earth scheme and revised national markings. Photo in Air Enthusiast #25.

Fig. 13. De Havilland Tiger Moth, RTAF Museum, November 1987.

Yellow over all with the usual Thai roundels in six places plus flag on rudder, Black propeller blades with yellow tips and tip of spinner. Serial is not carried on Museum example, but was probably 5-21/94 and would have been carried on the rear of the fuselage.

Fig. 14. North American T-6, RTAF.

Silver over all, black anti-glare panel and codes, and white fuselage band outlined in black. Kicking Bison insignia is probably red with black details. Usual Thai roundels in six places plus flag on rudder. Purpose of underwing fitting is unknown. Photo in Air International, July 1980.

Fig. 15. Douglas C-47A.

Silver over all; white fuselage top, fin, and rudder; fuselage flash is medium blue as are flashes behind pilot's window. Note that fuselage flash is outlined white and blue on the bottom. Unit badges on fin and nose are indecipherable. Black codes, anti-glare panel, and de-icing panels on wing, tailplane and fin. Bottom of nacelles and the undersurfaces of the wings behind them are black (possibly only exhaust staining). Red propeller-warning stripe. Usual Thai roundels in six positions plus flag on rudder. Photo in "Dakota at War", Ian Allen, London, 1980.

Fig. 16. Hunting-Percival Prince (Survey).

Silver over all, black anti-glare panel and serial (Q1-1/98), and usual Thai roundels in six positions plus flag on rudder. Another example (Q2-4/96) was at one time in the RTAF Museum, but has now been removed. Photo in Air Pictorial, April 1957.

Fig. 17. Beech C-45, RTAF Museum, November 1987.

Silver over all; white fuselage top (note that white paint follows the outline of the cockpit windows) - no cheat line; black anti-glare panel and nose cone; faded orange (possibly day-glo) spinners and wing tips; and light blue fuselage flash (see drawing C for details of flash hidden behind the nacelles). The badge on the nose, drawing B, is a black disc with a golden-yellow torch and flames, and laurel wreaths with white wings and black detailing. The pitot tube, drawing A, is yellow and blue with a red head. Serial L1-5/93 behind the fuselage door. Usual Thai roundels in six positions plus flags on rudder. This aircraft is ex-USAAF 44-87152.

Fig. 18. Grumman E-44A Widgeon, RTAF Museum, November 1987.

Silver over all with bottoms of hull and floats black. Tip of nose is yellow outlined in black, as are the 'RESCUE' lettering and the fuselage band. The serial of this aircraft (??-2/94) is no longer carried, but it would have been positioned on the fuselage were the black line is shown. The Museum aircraft has Thai roundels above and below the wings (the underwing roundels are between the nacelles and the float struts). Although no roundel is

carried on the fuselage, I suspect that in operational use one would have been carried in the position indicated. Flag on rudder. Note no spinners. c/n is 1449, ex NC86623.

Fig. 19. Fairey Firefly I, RTAF Museum, November 1987.

Upper surfaces dark grey; lower surfaces light blue; spinner red. Anchor on fuselage black. Thai roundels above and below wings plus flag on rudder. This machine is c/n F.7402, ex Royal Navy MB410. A delivery photo of a Thai Firefly in Air Pictorial, July 1956, shows an identical scheme except that a fuselage roundel is carried in the position indicated and the serial SF.12 is carried under the tailplane.

Fig. 20. Curtiss SB2C-5, RTAF Museum, November 1987.

Midnight blue over all; white fuselage band and numerals; red propeller hub; and usual Thai roundels in six positions and flag on rudder. Interior of bomb bay doors dull natural metal, Ex BuAer 83410.

Fig. 21. De Havilland Canada Chipmunk, RTAF Flying Club, Don Muang, mid-1960s.

Aircraft is basically white over all. Upper surfaces of fuselage, wing, and tailplane leading edges are semi-gloss dark blue (see drawings B & C); lower fuselage sides are light blue. Cheat lines on fuselage, drawing D, as follows: A is the dark blue top surface, B two red stripes on white, C dark blue, D light blue lower surface. Dorsal fin extension and area on fin are red. Fin badge is black disc with red-white-blue-white-red shield with yellow scrolls above and below. Script on scrolls is black. Black codes on rudder. Thai roundels above and below wings and flag on rudder. No spinner. Propeller blades are natural metal with red(outer)-white-blue tips. Photo in RAF Flying Review, May 1967.

Fig. 22. DHC Chipmunk, RTAF Museum, November 1987.

Silver over all, yellow fuselage and wing bands, and black anti-glare panel and codes (RR62-97). The first two symbols in the code are the Thai letters 'R'. Usual roundels in six positions and flag on rudder.

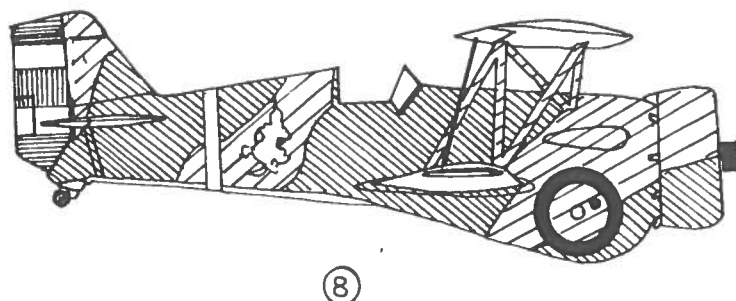
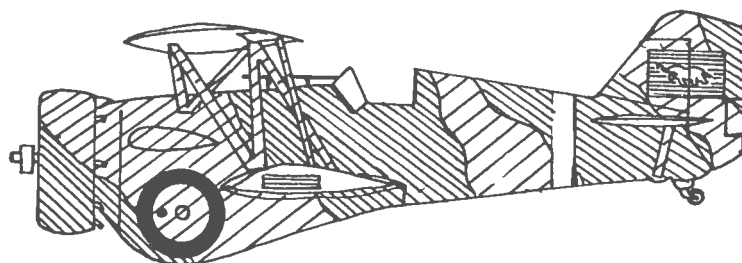
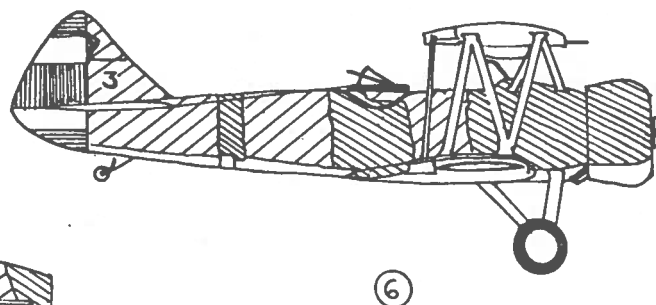
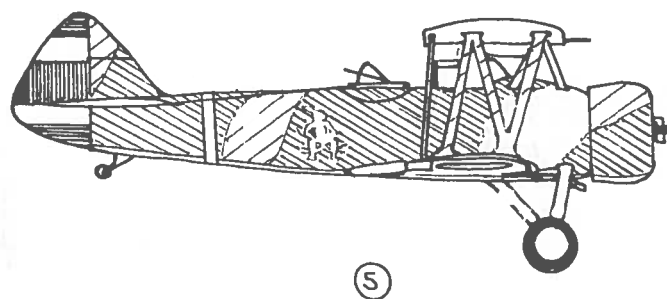
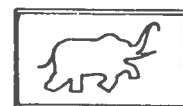
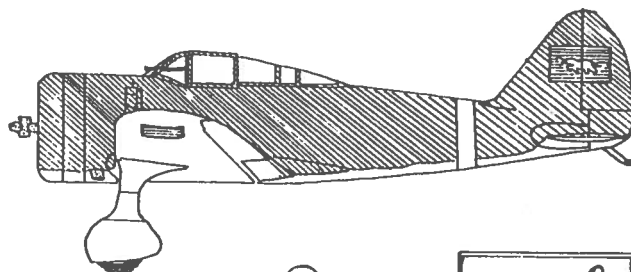
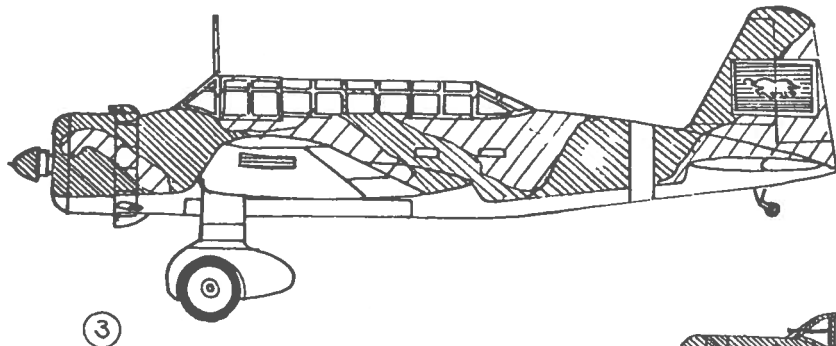
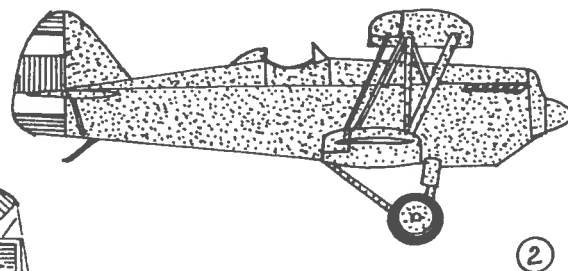
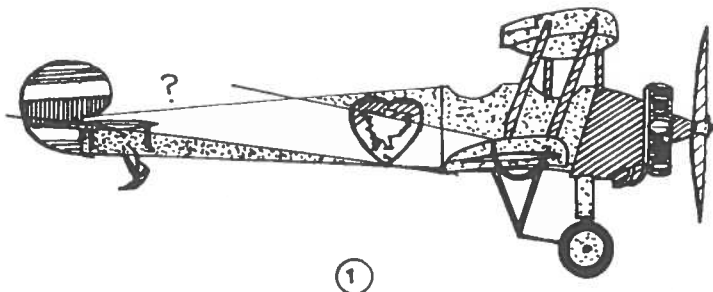
Fig. 23. DHC Chipmunk, RTAF Museum, November 1987.

Cream over all, all other paintwork dark brown. Thai script, drawing A, on the starboard side beneath the cockpit. Port side has English equivalent, drawing B. Note different positioning of script in relation to cheat line. Badge on fin (above the serial F9-5/93) is a standing squirrel. Four Thai roundels (above and below the wings) and flag on rudder.

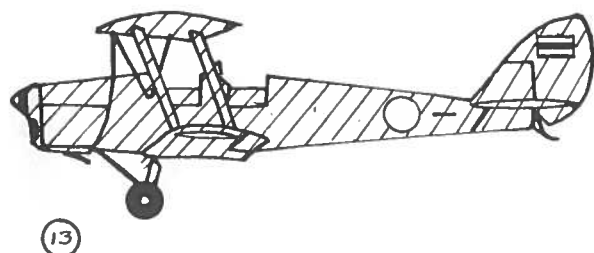
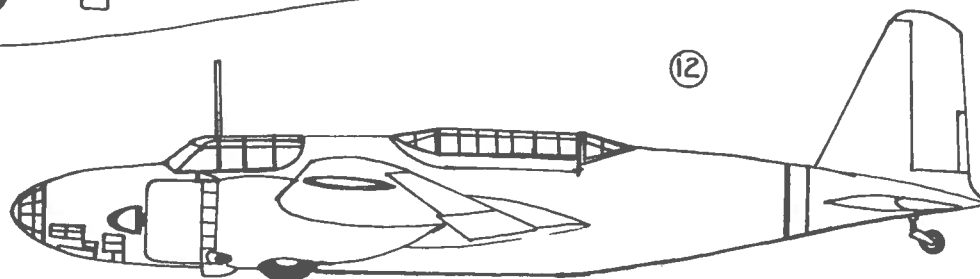
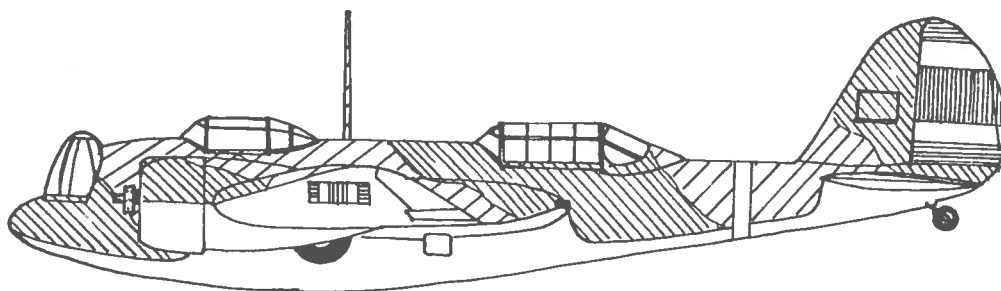
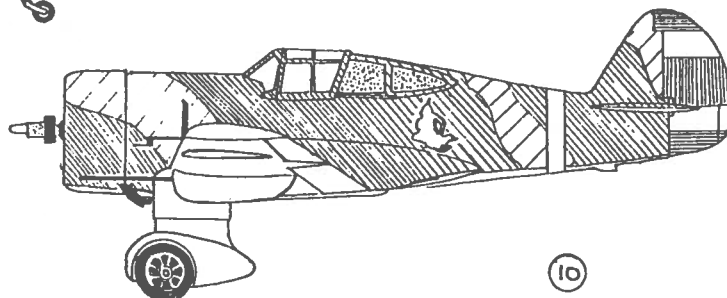
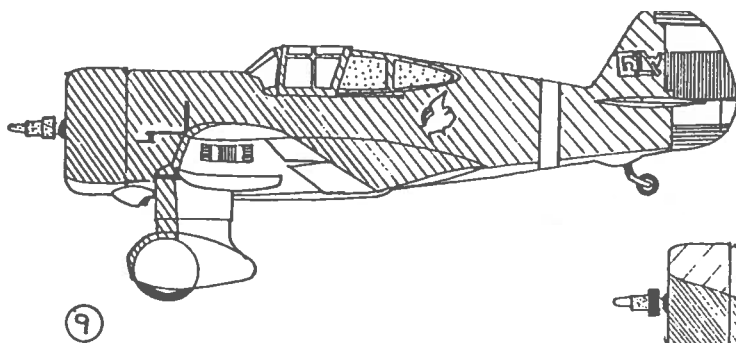
Fig. 24. North American AT-28D, RTAF Museum, November 1987.

Standard USAF South East Asia camouflage scheme; dark green, olive green, tan, over off white. Tail code 'O-37661' black. Silver propeller hub, black blades, yellow tips. Miniature Thai roundels only on fuselage. Small flag on rudder. Colour scheme very faded, heavy exhaust stains on fuselage. About 60 AT-28Ds served with the RTAF's 2nd Wing against Communist guerrillas in Thailand's north-east provinces in the 60s and 70s.

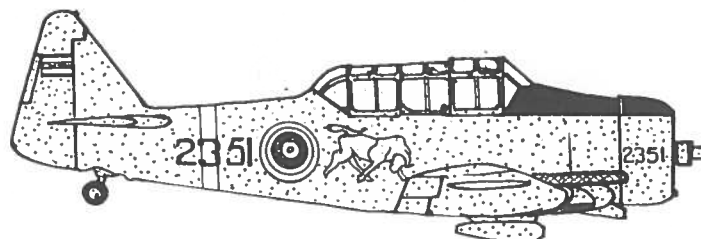
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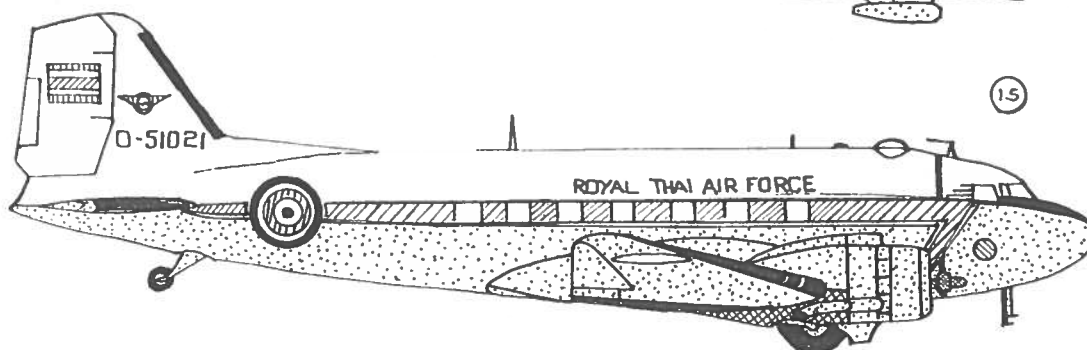
A note on Thai serials: The Beech C-45 illustrated (#17) carries the serial L.1-5/93. 'L.1' is the RTAF type designation, '5' the individual aircraft number, and the '93' apparently is the year the aircraft was built (not taken on charge) - 2493 Buddhist Era, i.e. 1950 AD.



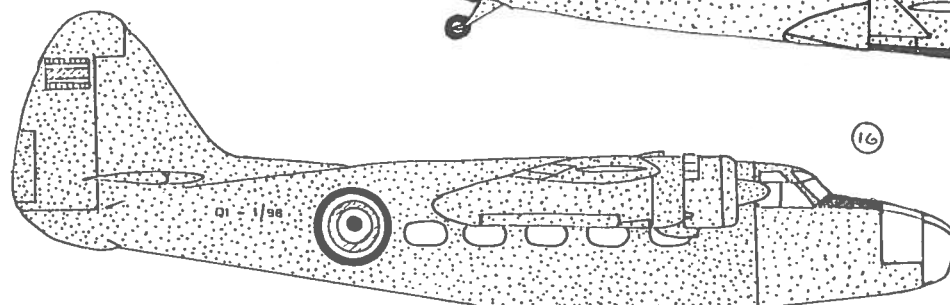
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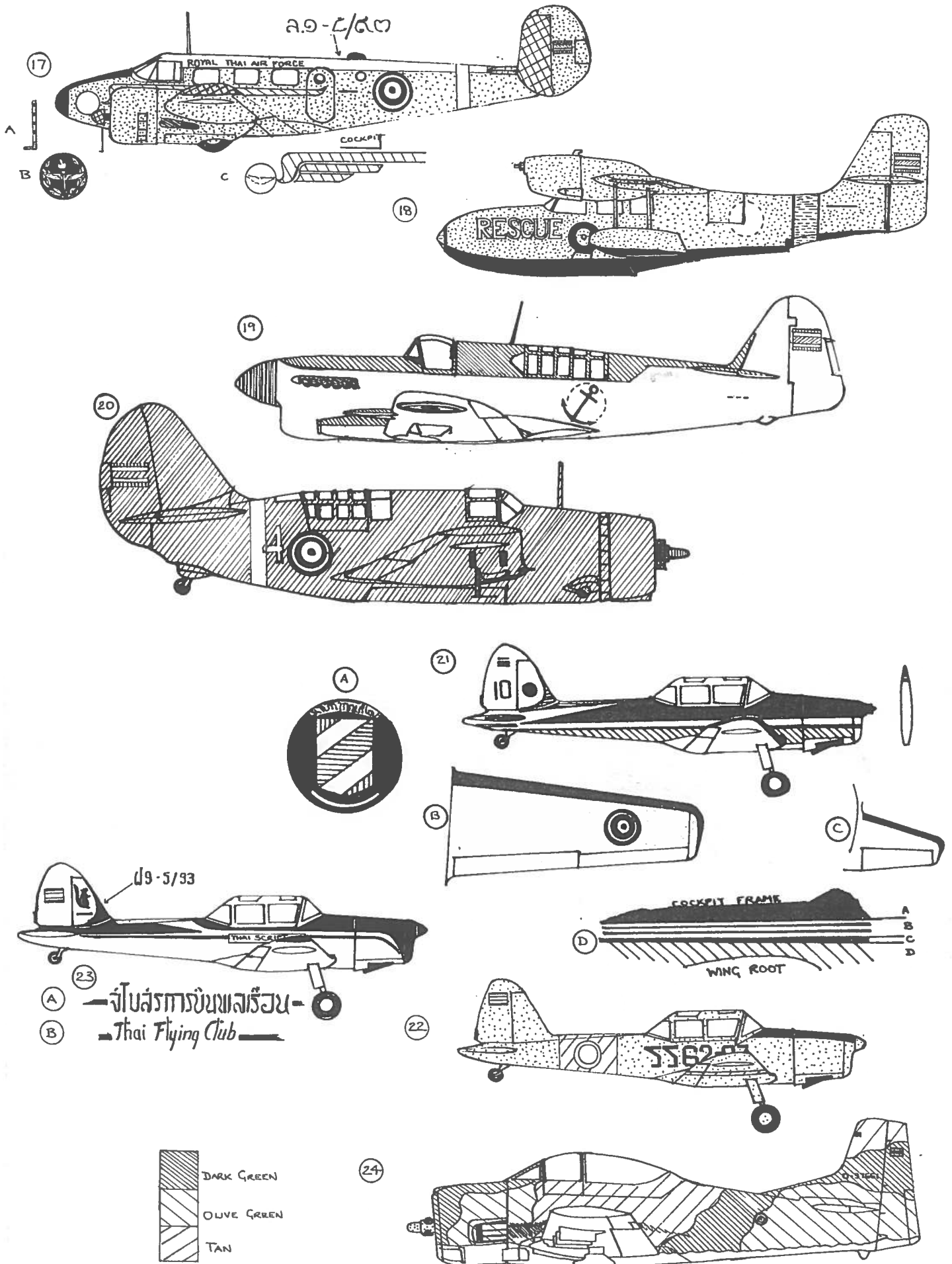


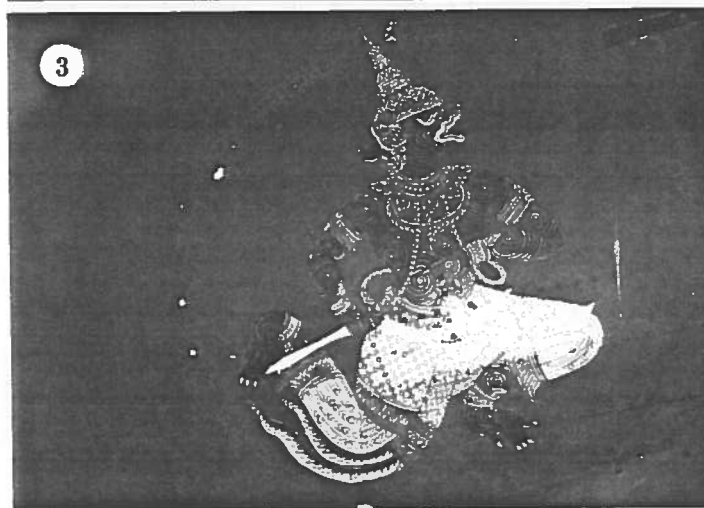
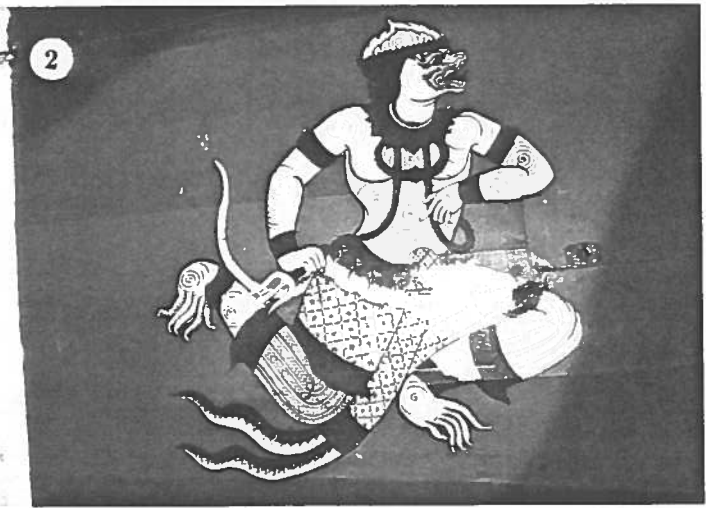
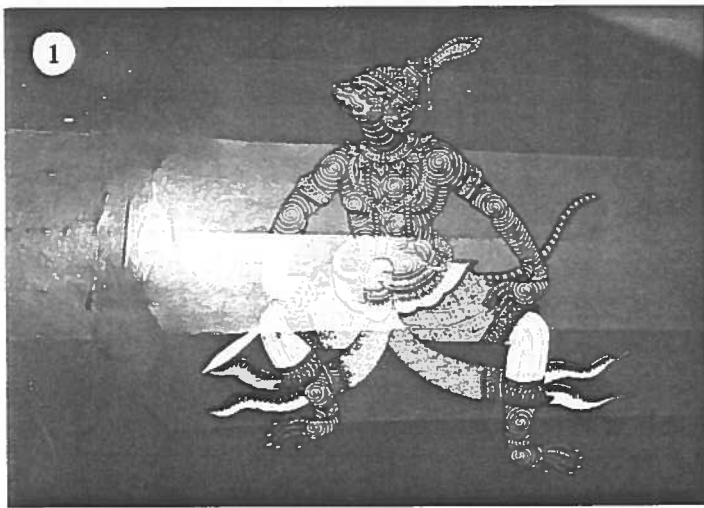
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16







(1) Insignia carried on Corsair. Face, body, tail, feet, & arms - dark blue-green with white whorls. Mouth - blue lips, orange gums, white teeth. Breeches & sashes - yellow-gold with green checks. Helmet, collar, armlets, wrist & ankle cuffs, edging to breeches, sashes, leg bands, and body jewelry - gold with red detail. Dagger - silver.

(2) Hawk III. Face, body, arms, lower legs, feet & tail - white with black whorls. Breeches & sashes - light-blue checks on white. Knee areas - white with blue stripes and red detailing. Helmet, collar, arm & leg bands, belt - gold with red-brown detailing.

(3) Hawk 75N. Face, etc. - red with white whorls. Breeches - light blue with dark blue checks. Knees - as Hawk III. Helmet, etc. - as Hawk III.

John MacGregor (SAFCH #766), 13 Foggyley Gardens, Dundee, DD2 3LG, SCOTLAND

ORIGINS OF THE POLISH AIR FORCE INSIGNIA

"Regarding the origins of the Polish air force insignia: In his book, HISTORY OF THE POLISH AIR FORCE 1918-1968, the well-known Polish historian, Jerzy Cynk, states: 'Uniform national markings were introduced on December 1st, 1918; from this date onwards the distinctive white-and-red chessboard, which since 1917 had been used by Lt. Stefen Stec (then serving with the Austrian Aviation Forces) as his individual marking, was adopted officially as the national marking of all Polish military aircraft, remaining in use to the present day.'

"Stec's Fokker E.V (D.VIII), which he flew out of Lwow against the Ukrainians during late 1918 and in which he scored the first fighter victory of the PAF (against a Ukrainian Nieuport), has been the illustrated many places in photos, drawings, and as decals for the Merlin kit of the D.VIII.

"Personally, I think there is much more to this story than Cynk explanation. Photos in SAFCH-member Martin O'Connor's book AIR ACES OF THE AUSTRO-HUNGARIAN EMPIRE 1914-1918, show that while flying for Austria, Stec's Albatros (Oeffag) D.III carried a personal emblem consisting of the same a horizontal "8" as carried on his Polish Fokker, but without the chessboard. This same book shows the Hansa-Brandenburg flown by Frank Linke-Crawford (born near Krakow of a Polish mother and English father) carrying a red-and-white chessboard. (Franz Peter, another Pole with the Austrian air force, used a red-and-white yin/yang personal insignia. If Peters had been in

Poland in 1918, would this have become the insignia for the PAF? I don't think so. there must have been something much more emotional about the chessboard.)

"The excellent book by SAFO members W. Schroeder and B. Totschinger, SONDERMARKIERUNGEN DER KUK JAGDFLUGZEUGE 1916-1918, shows several Austrian aircraft with the red-and-white chessboard as personal insignia. These include a Hansa Brandenburg D.I flown by Maryan Gawel and a Albatros (Oeffag) D.III flown by Stanislaw Maria Tomice von Tomicki both of whom have Polish sounding names. The text accompanying these drawings states "rot-weisses Schachbrett am Rumpf das Symbol der Polnischen Legion" which anyone would translate as "red-and-white chessboard of the Polish Legion". Stec's Albatross (Oeffag) D.III is shown, but again with only the horizontal "8" and no chessboard.

"This evidence seems to suggest that the red-and-white chessboard was the emblem of the Polish Legion fighting with the Austro-Hungarian forces (land and air?). Stec apparently did not used this emblem until he returned to Poland in 1918, and credit for first applying this symbol to aircraft must go to other pilots of the Polish Legion flying with Austria. How far this symbol goes back in time beyond this, and whether it was used by non-aviation units of the Polish legion is unknown to me. Can any of our Polish members comment on the subject?"

Jim Sanders (SAFCH #1), 27965 Berwick Dr., Carmel, CA 93923.

HEINKEL He-70 "BLITZ"

MATCHBOX Heinkel He-70F-2, He-70G-1, He-170. 1/72-scale injection-molded kit.

This new kit of Heinkel's attractive, single-engined monoplane is long overdue, at least as far as the modeler of the aircraft of the small air forces is concerned. And, being injection molded, it is much easier to build than the vacuform version and one-third as expensive as the epoxy-cast version.

Matchbox includes decals and extra parts to build three different aircraft: (1) A camouflaged Spanish-Nationalist He-70F-2 recon/bomber 14032 of the 7-G-14 in 1937, (2) a Lufthansa He-70G-1 airliner coded D-UMIM in 1935-36 with grey with black and silver trim, and (3) a radial-engined camouflaged He-170 recon/bomber F.410 of the Hungarian 2nd Squadron, 1st Independent Long-Range Reconnaissance Group in 1939.

The kits is crisply molded, the pieces fit together well, and the panel lines are raised (a definite improvement on the deep grooves usually found in Matchbox kits). Although molded in the usual Matchbox style of three colors, the colors are fortunately unobtrusive silver, grey, and white. The clear parts are again too thick and could better be replaced by vacuform copies.

Although there is a full cockpit for all three versions, internal detail is minimal consisting of floor, seat, stick, and instrument panel. The perforated bomb racks visible the side windows of the full-scale F-2 bomber version have been omitted from the kit as have the reinforcements on the inside of the landing-gear doors. The fastidious modeler may wish to add these details.

The insignia of 7-G-14 should be dark blue and light blue and not black and white as on the kit decals. A thinned wash of light blue paint should rectify this minor problem.

Many other color schemes can be improvised using spare decals and research materials such as the article in Air International, February 1975 which contains 8 color side-view drawings. For example, by using the Lufthansa trim decals with appropriate letter and number decals, modelers can produce a number of Luftwaffe, Lufthansa, and Legion Condor machines in light grey schemes. Note, however, that Legion Condor wing markings consisted of separate white crosses and black discs, unlike the cross-and-disc marking of the kit decals. Spanish Nationalist aircraft carried non-sequential numbers ranging from 14022 to 14058 on the 12 machines (of an original 18 in the Legion Condor) transferred to Grupo 7-G-14. Some, like the kit scheme, had light blue noses, some had black noses, and some had camouflaged noses. A contest-winning model could be made of Legion Condor 14034 which had blue 'Habicht' rays common to German sailplanes of the 1930's over the light grey base. (See Ries & Ring, LEGION CONDOR, page 107.)

Tom Sarbaugh (SAFCH #497), 21 Live Oak Rd., Berkeley, CA 94705.

FOKKER D-XXI

Fokker D-XXI, 1/72-scale injection molded kit by Pioneer.

This kit is not a straight copy of the old Frog kit. That is the good news. The bad news is that it is almost indistinguishable from the Frog kit. Some of the errors in the old kit have been correct, but some new error have crept in. Built straight from the box, it will duplicate the variants that you've already

built; no advantage has been taken of the increase in available information and modeling sophistication that has occurred in the 25 or so years that have passed since the Frog kit was released.

The improvements are impressive. Gone are the separate control surfaces that blighted our lives in the 1960s. These are replaced by nicely delineated rudder and elevators, but, for some unknown reason, the ailerons are represented by raised lines. Each half of the horizontal tail is one piece, not four as per Frog. The cockpit transparency is thinner and better delineated, and a real plus is that the curvature on the front of the cowl looks more realistic than that on the Frog kit. A final plus, is the inclusion of ski undercarriage for the Finnish version.

On the negative side is that fact that the interior is just like that of the Frog kit; a floor and an awful seat (those seats were one of Frog's trademarks - I've got a spare-parts box full of them). The engine is no better than Frog's; the cylinder heads are a little thicker, but not enough to keep it out of the trash bin; and the propeller still is too thin.

Comparing the two kits to the drawings in the Finnish book on the D-XXI shows some serious problems with the undercarriage. Frog's spats appear to be too large and the legs too short. The spats on the Pioneer kit are a little undersize, but the legs are too long, perhaps they are molded in the extended position. The ski undercarriage also appears to be molded in the extended position, and the skis themselves are not accurate in profile being too long in the rear. Neither kit attempts to represent the fabric cover on the rear of the fuselage which is so obvious in most photos.

The decal sheet is well done, but it is a near duplicate of that included with at least one of the Frog kits - a Dutch aircraft with orange triangle ('237' instead of '223') and a Finnish aircraft of 2/LLv ('FR-110' instead of 'FR-92'). The box art is superb, but so what?

The real disappointment of the Pioneer kit is that they failed to bring the Frog kit up to the present state of the art. If they had included an alternate cowl, canopy, and rudder for building a Wasp-powered aircraft, and maybe include a little more cockpit detail, it wouldn't have cost much more and they would have had a winner. Another way to produce a winner would be to do the Fokker D-XXI in 1/48 scale.

Given the choice between the Frog and the Pioneer kits of the Fokker D-XXI, the Pioneer wins hands down. It is easier to build and the errors are easier to correct. If you haven't already used the Frog kit to build a couple of Dutch D-XXIs, at least one Danish D-XXI, and a half-dozen Finnish versions, you will want a couple of the Pioneer kits to round out your collection.

BUCKER Bu-181

Bucker Bu-181, 1/72-scale injection-molded kit, Huma Modell, Kilianstadter Str. 9, D-645 Hanau 6, WEST GERMANY. DM 14.50 plus DM 4.00 airmail to US.

Huma Modell are known for producing the best "short-run" injection-molded kits available. Their latest releases, the Bu-181 and Ju-248, will do nothing to hurt their excellent reputation.

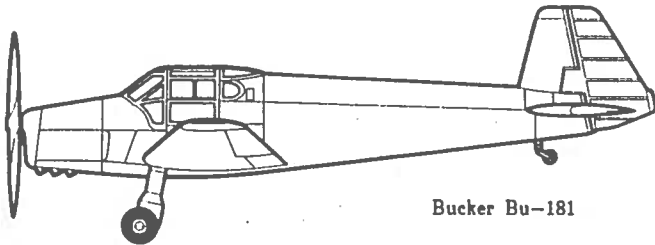
The Bu-181 is crisply molded on one sprue of white plastic containing 31 flash-free parts. Surface detail is excellent with clean

separation lines for the control surfaces, engraved panel lines, and realistic simulation of fabric. The interior is spartan and will need elaboration because it will be very visible through the large, clear canopy. Alternate parts are provided for a ski-equipped version and the landing-gear fairings may be either enclosed or open (a nice touch).

The large decals sheet provides marking for 7 aircraft; 4 civil (German, French, & Swiss) and 3 military (2 German & Swedish). The large instruction sheet provides exploded construction views, side and spilt-plan view of the all the aircraft for which decals are provided, and a nice set of 1/72-scale views of each variant.

The Bu-181 provides some interesting opportunities for the modeler of the small air forces. Besides the Swedish Air Force version provided with the kit, the Bu-181 was license built in Czechoslovakia as the Ziln 181 and in Egypt as the Gomhouria. The SAFCH files also list the Bu-181 as being used by the air forces of Hungary, Switzerland, Sudan, Soviet Union, and Algeria. If you want to build a Gomhouria, a nice photo appeared in Air International, June 1982, but be warned that you'll have to vacuform a new frameless canopy.

The Huma Modell kit of the Bu-181 is a most welcome and highly recommended addition to our hobby and it deserves a whole SAFO article devoted to its markings. Anyone out there willing to take on this project?



Bucker Bu-181

Messerschmitt Me-263 (Junkers Ju-248), 1/72-scale injection-molded kit, Huma Modell, Kilianstadter Str. 9, D-645 Hanau 6, WEST GERMANY. DM 14.50 plus DM 4.00 airmail to US.

The Me-363 was the follow on to the rocket-propelled Me-163 with larger fuselage and retractable landing-gear. While not of small-air-force interest, this kit is representative of Huma Modell's outstanding quality and to their commitment to unusual subjects that would normally appeal only to a vacuform company. This kit should appeal to any modeler you likes unusual aircraft configurations.

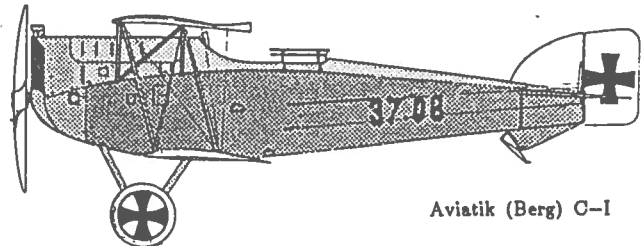
AVIATIK (BERG) C-I

Aviatik (Berg) C-I, 1/72-scale vacuform kit, Classic 1/72 Plane, E. Schorsch, Mollneys Nocken 6a, 4300 Essen 15, WEST GERMANY.

Classic Plane continues to release a torrent of vacuform kits of WWI kits. Of their most recent trio of releases, the Berg C-I should be the one of most interest to the modeler of the aircraft of the small air forces. Although any aircraft that can be marked in Austro-Hungarian markings is most welcome, the best use for this kit would be in the early experimental national markings of the Czechoslovak Air Force as illustrated in L+K 12 1975. These markings consisted of red/blue/white diagonal stripes on the rudder and wing tips. Perhaps Blue Rider will consider releasing a sheet of decals with these and the other early Cz. national insignia.

The Classic Plane kit of the Berg C-I is crisply molded on one sheet (17 cm by 12 cm) of white plastic. All horizontal flying surfaces are single-sided, but the vertical tail and wheels are two-sided. The cowl is molded separately, and a nice touch is the insertion of epoxy into the deeply molded cowl to strengthen it and to prevent damaging it during shipping. This is a precaution other manufacturer should consider; how many times have you received a vacuform kit with one of the deeply-drawn parts "dished in"? Included with the kit are the usual strut stock and the not so usual addition of two metal rings and a length of wire to construct the observer's gun mount.

The instruction sheet is minimal, consisting only of text and an excellent 1/72-scale 3-view drawing. However, there is an insert consisting of a drawings of the cockpit interior provided to Classic Plane by Roy Meyers (SAFCH #350).



Aviatik (Berg) C-I

Sopwith Tabloid, 1/72-scale vacuform kit, Classic 1/72 Plane, E. Schorsch, Mollneys Nocken 6a, 4300 Essen 15, WEST GERMANY.

Another nice little (it fits on one 12 cm by 11 cm sheet) kit from Classic Plane. Not much small-air-force potential, but it should build into a little gem. You'll probably want to use an Aero Club engine and propeller.

Blackburn Triplane, 1/72-scale vacuform kit, Classic 1/72 Plane, E. Schorsch, Mollneys Nocken 6a, 4300 Essen 15, WEST GERMANY.

Here's another one with no small-air-force application, but a nice one if you like weird aircraft with more than two wings. Even with three wings, the sheet measures only 12 cm by 11 cm, but there is lots of strut material and injection-molded wheels, engine, and propeller. No need to go to the spare-parts box, not even for decals since the prototype was unmarked.

INJECTION-MOLDED AIRCRAFT PARTS

Jeff Roberts (SAFCH #617) continues to expand his range of injection-molded accessories. While not a crisply molded as the white-metal casting from Aero Club, there are advantages to Jeff's products: 1/72-, 1/48-, and 1/32-scale parts are available, they are relatively inexpensive, and they are available from the US.

Items received for review are in 1/72 scale are: An Allison/Merlin engine with bearers (\$3.00), Nakajima Homare engine fronts (two for \$1.00), Mg 15 machine gun with shell bag (2 for \$0.75), and SHKas 7.62 mm Russian machine gun (2 for \$0.75). In 1/48 scale there are P&W R-2800 18-cylinder engine (\$3.00), Hamilton Standard 10'6" propeller (\$1.50), a sprue of misc. parts consisting of an ADF football antenna, a Nordan bombsight, 2 different control sticks, and a set of throttles (\$2.50). In 1/32 scale there are a Browning 0.50 cal machine gun (\$2.00) and a set of three radio panels (\$3.00).

All items are molded in ivory or white plastic with soft details, thick "gates", and substantial amounts of flash. One of the nicer products is the P&W R-2800 in 1/48 scale which consists of 5 parts (separate cylinder banks, crankcase, and two magnetos).

If you would like a list of products, send a SASE to Roberts Models, 18 E. Clay Ave., West Hazelton, PA 18201. Minimum order is \$5.00 and postage is 15% of order.

If you would like to see a sample, any of the above review items are available from the SAFCH at the indicated cost without any addition cost for postage. Since only one of each is available from the SAFCH, please specify alternatives when ordering.

BELGIAN ROUNDELS

BELGIAN ROUNDELS; 1/72-scale decals produced by IPMS Belgium (Antwerp Section) and available from Jack Peeters "Modelbouw", Brederodestraat 61, B-2018 Antwerpen, Belgium. 90 Bf plus postal charges.

Roundels are provided for following pre-WWII aircraft: Hurricane, Gladiator, Camel, Avro 504, Ni-17, Fox, & Battle with underwing roundels only for post-WWII Spitfires & Mosquitoes. This sheet was not available for review, but previous productions of IPMS Belgium have been very good. At the present rate of exchange of 30 Bf = US\$1.00, the price is a reasonable \$3.00 plus postage.

WWI GERMAN FOUR-COLOR LOZENGE

Four-Color Lozenge (top) and Four-Color Lozenge (bottom) 1/72-scale. Four-Color Lozenge (top) and Four-Color Lozenge (bottom) 1/48-scale. Each sheet 20.5 cm by 30.5 cm. Americal/Gryphon Decals, 4373 Varsity Lane, Houston, TX 77004. \$5.00 each plus \$1.25 postage US or \$2.65 overseas for one or two sheets.

One soon runs out of superlatives when describing Americal/Gryphon decals, and their latest sheets are no exception. Each 1/72 sheet contains 136 cm of 1.8-cm wide lozenge, and the 1/48 sheet 90 cm of 2.7 cm wide lozenge. All these sheets are of excellent quality with absolutely no registration problems and authentic appearing colors. One this latter point, let Americal/Gryphon speak for itself:

"There have been a number of attempts at rendering four-color lozenge as decals in 1/72 or 1/48 scale. We were involved in one of the fairly early attempt, ca. 1972, long before there was an AMERICAL/GRYPHON. More recently we have avoided entering the competition because we concluded that the area was already reasonably well covered. Numerous requests from customers and our analysis of the existing products have caused us to reevaluate that decision and to produce sheets that we are convinced will be the most accurate ever done in terms of their color rendition. Like our earlier five-color lozenge sheets (#5.6.20.21) these colors are not based on some single occurrence of held fabrics - always suspect in terms of how its treatment over the years has altered the colors, but rather on the results from the labors of many museums and individuals and published by them over the last three decades.

"Wing ribs (plus leading and trailing edges, and occasionally ribs in tailplanes) were covered with rib tape, either strips of

cloth cut from the lozenge fabric itself, or pre-dyed stripes in blue grey (normally top and side surfaces) and pink violet (normally bottom surfaces). These are presented on AMERICAL/GRYPHON sheets #16 (1/72) and #22 (1/48)."

These lozenge decals should find their way onto many models of small-air-force aircraft. Glancing over a few publications readily at hand, I find a Swiss Siemens Schuckert D-III; Polish Fokker D-VII & D-VIII, Albatros D-III, Hannover CL-II (the subject of a forthcoming SAFO article) and LVG C-VI; Dutch Hannover CL-IV; and Belgian Fokker D-VII. A more thorough search would turn up many more.

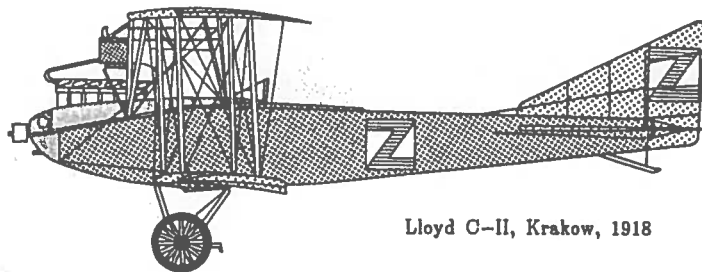
These sheets are highly recommended to any SAFCH member with the slightest interest in modeling aircraft from WWI and the immediate post-war period.

BLUE RIDER DECALS

White Russian Nieuport 17C-1, 1/72-scale decals. Blue Rider, Models, 43A Glasford Street, Tooting, London, SW17 9HL, ENGLAND. £ 0.75.

This decal sheet is based on original information that was first published in SAFO #42. Giving full credit to the SAFCH, Blue Rider has produce a small sheet (14 cm by 4.5 cm) containing 6 roundels (top and bottom surfaces of top wing and bottom surface of lower wing) and rudder stripes. However, the unusual subject, an aircraft serving with General Denikin's White Russian Army, and the unique markings, blue triangle within a white disc, makes this sheet an absolute must for any modeler of the small air forces.

I can think of no better way to promote the SAFCH and its goal of achieving international cooperation in aviation research and modeling than to bring a model of the Nieuport 17 in White Russian markings to the next meeting of your local modeling club.



Lloyd C-II, Krakow, 1918

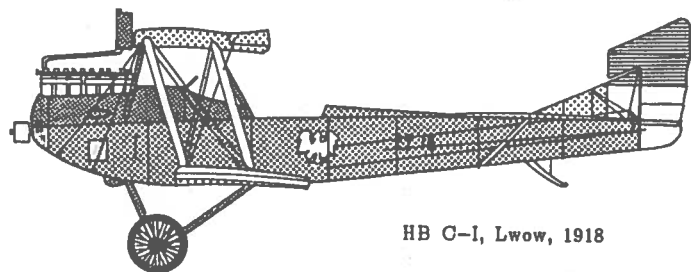
Polish Air Force Markings (Sheet 2) 1918, 1/72-scale decals. Blue Rider, Models, 43A Glasford Street, Tooting, London, SW17 9HL, ENGLAND. £ 1.50.

The speed at which the occupying forces retreated from Polish territory in the autumn of 1918 caught the Poles unprepared. It took several weeks to bring the scattered air units under a combined command and to adopt the now familiar 'Polish chessboard' national insignia. In the meantime, the Polish forces in each area adopted temporary identification markings for their aircraft. In the former German territories, the red and white diagonally-divided shield of Warsaw was used. In the area surrendered by the Austrian, the units at Krakow adopted a red 'Z' on a white field, and those at Lwow chose red and white stripes on the wing and tail surfaces.

Decals for the Warsaw markings were the main attraction of the first Blue Rider sheet of decals for the Polish Air Force. Now, Blue

Rider has come out with a second sheet of decals for the Polish Air Force that allows models to be finished in the markings of the other territories. This medium-sized sheet (13.5 cm by 9.5 cm) contains all the 'Z's necessary to build both a Lloyd C-II and a Hansa Brandenburg B-I in Krakow markings. Also included are the white Polish eagles for a Hansa Brandenburg C-I with the red and white wing stripes (with red to port on both wing tips) of the Lwow units.

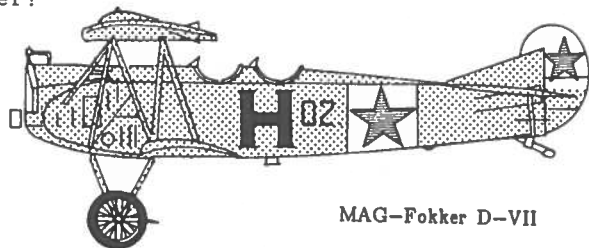
So, sharpen up your vacuform skills, order the Joystick kits of the Rumpler C-I & Lloyd C-II and the Classic Plane kit of the Hansa Brandenburg C-I, and build yourself a trio of attractive aircraft that will have all your non-SAFCH friends guessing.



HB C-I, Lwow, 1918

Red Hungarian Air Corps Markings 1919, 1/72-scale decals. Blue Rider, Models, 43A Glasford Street, Tooting, London, SW17 9HL, ENGLAND. £ 2.25.

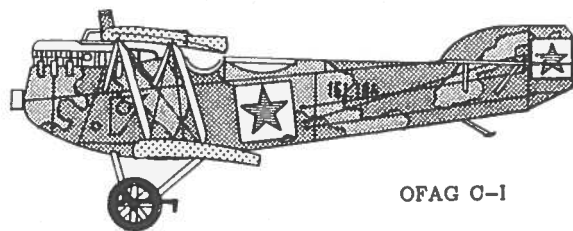
Many more years ago than I care to remember, using a reference in Air Enthusiast and a pair of Revell Fokker D-VII kits, I built a Fokker C-I and finished it in the markings of the Red Hungarian Air Corps. Now, the modeling community and I are both much more sophisticated and we know that the Red Hungarians never used Fokker C-I. The aircraft they did use were two-seat Fokker D-VIIs. I know I should strip the paint from my C-I and refinish it in either Dutch or Danish markings, but it is so attractive in its Hungarian markings that I haven't had the heart. That is, until now. Blue Rider has come out with a sheet of markings for Red Hungarian aircraft that includes my old friend 'H 08'. There is no excuse now, not to build a proper 2-seat D-VII and to put the C-I into authentic markings. How about some early Dutch markings, Blue Rider?



MAG-Fokker D-VII

The Blue Rider sheet for the Red Hungarian Air Corps measures 19 cm by 13.5 cm and features markings for the following aircraft: Fokker D-VII '93.09', 2-seat Fokker D-VII (either 'H 02' or 'H 08', UFAG C-I '161.184', and Berg D-I '348.48' - all with Red Hungarian red-star markings. Also included are the red/white/green chevron markings of Berg D-I '348.48'.

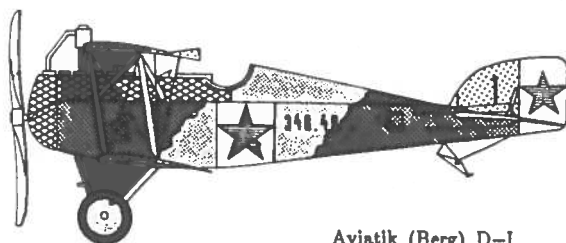
All this talk of Red Hungarian has made me thirsty. I think we should all raise a glass of Green Hungarian to thank Blue Rider for this, and their other, decal sheets on small-air-force subjects. Skol.



OFAG C-I

WWI Italian Squadriglia Markings; WWI French Escadrille Markings; WWI Germany Luftstreitkräfte Markings; 72-scale decals. Blue Rider, Models, 43A Glasford Street, Tooting, London, SW17 9HL, ENGLAND. £ 2.25 each

These sheets will be reviewed in greater detail in a latter issue of the SAFO. Suffice it now to note that Italian sheet contains markings for 13 aircraft (Nieuport 11 & 17, Hanriot HD-I, and Spad VII & XIII); the French sheet for 7 aircraft (Nieuport 11 & 17, Breguet 14, and Spad VII); the German sheet for 11 aircraft (Fokker Dr-I, Roland C-II, and Albatros D-III & D-V).



Aviatik (Berg) D-I

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RAAF 707's

"The RAAF have purchased two more Boeing B-707 from Boeing Military Airplane Co. late last year and these arrived in Australia at Richmond AFB on 11 March 1988. This gives the RAAF a total of six 707s of which four will converted for air-refuelling/freighter/ passenger use. The two new 707s are: A20-103, model B.707-368C, c/n 21103, ex-HZ-ACG (Saudi), ex N7486B (Boeing MAC). A20-261, model B.707-368C, c/n 21261, ex HZ-ACI, ex N7486B (sic)."

Mick Mirkovic (SAFCH #465), 2/86 Neptune St., Omina, NSW, 2257, AUSTRALIA.

NIGERIAN JAGUARS, MEXICAN 504's, & RALAF

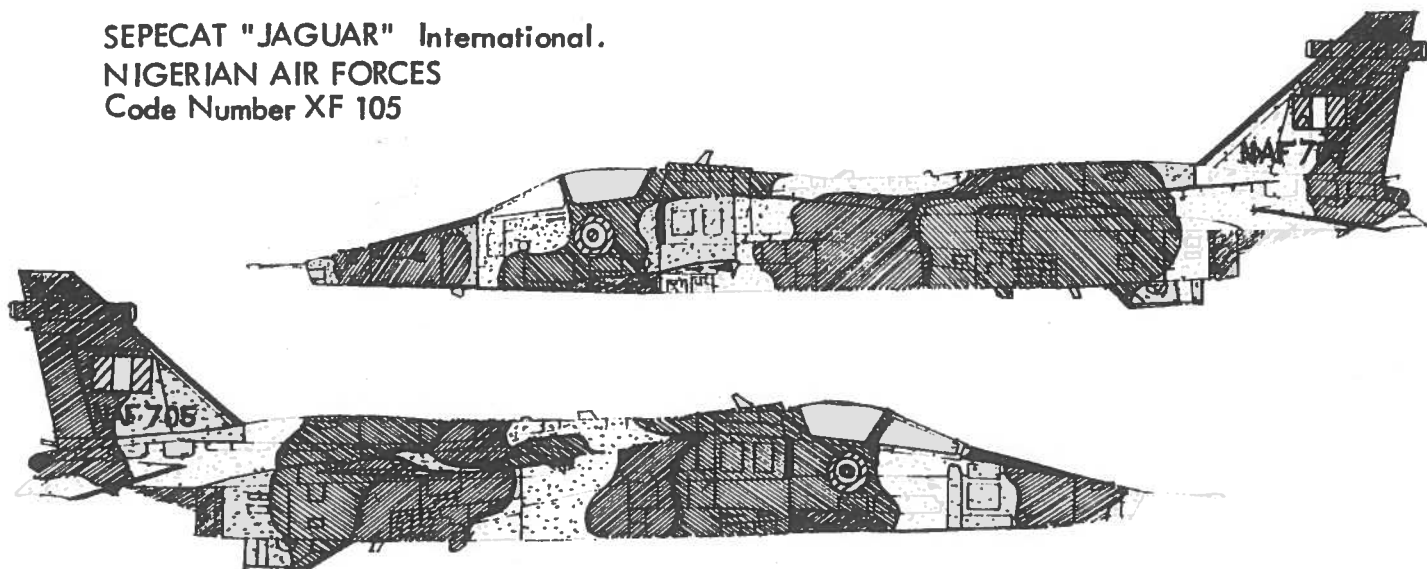
"I've some comments on SAFO #45. In response to Tom Hampton's question the FS 595A color specification for the Nigerian Jaguars are: mid green 34159, dark green 34079, and sand brown 30318.

"The Mexican Avro 504 Anahuac does have a 504-type undercarriage, but of the 405N type whereas the engine resembles the 504K. By the way, Putnam's AVRO AIRCRAFT book makes no mention of sales or license to Mexico (?).

"I still don't believe this Russian Army of Liberation Air Force stuff. It's not just being skeptical, but the original 109 piece had some engineering nonsense in its comments on the armament."

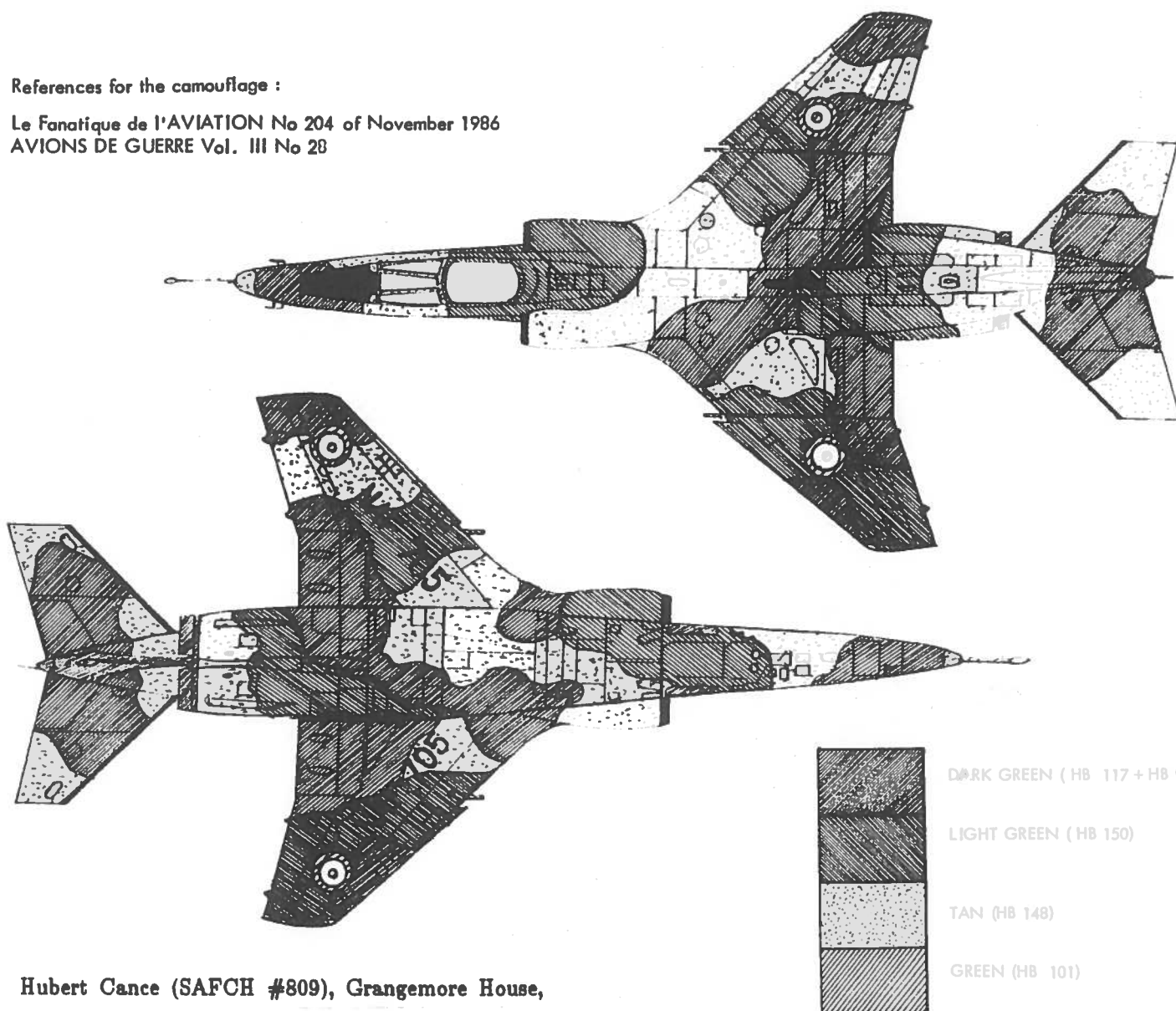
Graham Boak (SAFCH #460), 2 Mitton Crescent, Kirkham, Preston, PR4 2AZ, ENGLAND.

SEPECAT "JAGUAR" International.
NIGERIAN AIR FORCES
Code Number XF 105



References for the camouflage :

Le Fanatique de l'AVIATION No 204 of November 1986
AVIONS DE GUERRE Vol. III No 28



Hubert Cance (SAFCH #809), Grangemore House,
Ardfinnan Rd., County Tipperary, IRELAND

(References for the colors : Humbrol)

SPANISH CIVIL WAR AIRCRAFT

WORLD AVIATION IN SPAIN (THE CIVIL WAR) 1936-1939, VOL. 1, AMERICAN AND SOVIET AIRPLANES, by Mercado and Miranda. Silex Ediciones, Madrid, 1988, 288 pages 9.4 in. by 11.8 in., 153 drawings in 1/72 scale, 97 b&w photos, 7 color side-view drawings.

Information on Spanish Civil War aircraft painstakingly collected over several decades is finally available in one place in an English translation. This first volume in a projected series of seven (to cover approximately 3,200 individual aircraft of 262 types) describes the 102 American aircraft of 31 types and 912 Soviet aircraft of 9 types believed to have been in Spain during the Civil War.

There are dozens of color schemes and insignia for many of the types and at least one set of 1/72-scale 5-view drawings for every type. Historians will be pleased by accounts of each type from design to retirement, technical data, details of importation into Spain, losses, operational and combat characteristics, aerial tactics, and ground-to-air and air-to-air communication methods. Illustrations comparing Soviet planes misnamed with their American namesakes (i.e. 'Curtiss' for the Polikarpov I-15) and side-view drawings of ground-support vehicles provide additional interest.

Modelers and illustrators will be impressed by the variety of schemes and markings, especially for the Soviet aircraft. The enterprising modeler can produce two miniature air forces from the illustration in this volume by using various injection-molded, vacuform, and epoxy kits, suitable paints (described in the text), and black and white letter and number decals for the codes.

Enthusiasts can look forward to the rest of the series: Vol. II Czechoslovakia (73 of 4 types), Poland (42 of 5 types), & Britain (217 of 61 types); Vol. III France (343 of 61 types); Vol. IV Spain (87 of 17 types), Netherlands (41 of 12 types), & Belgium (6 of 4 types); Vol. V-VII Germany and Italy (not yet compiled, but extensive).

Tom Sarbaugh (SAFCH #497), 21 Live Oak Rd., Berkeley, CA 94705.

BELL X-1

DATAGRAPH 3: BELL X-1 VARIANTS, Guenther and Miller. 64 pages, 8.5" by 11", 230 photos, softcover, AEROFAX INC, PO Box 200006, Arlington, TX 76006. \$12.95.

"This is the long-awaited authoritative history of the unique Bell X-1 research aircraft family that includes Chuck Yeager's history-making 'Glamorous Glennis'. The design and flight test program of the six X-1s is described in extraordinary detail, based on many years research by the authors. The photo selection is, however, the highlight of the book, due almost entirely to the release by Bell Aerospace Textron of nearly 1350 original images. Most of the latter have not previously been in print. Coverage of the three first-generation X-1s, the X-1A, the X-1B, the X-1C mock-up, the X-1D, and the X-1E, therefore, is absolutely unprecedented. For the first time, complete detail is provided that includes the cockpits, the landing gear, the powerplant, the airframe variations, and peripherals that simply are unobtainable anywhere else. Complete flight logs covering every individual X-1 flight also are included. The book

contains over 35,000 words of text, over 230 black and white photos, 4 pages of color, an 8-page fold-out, and numerous drawings (including detailed multiview and color scheme references)."

Jay Miller (SAFCH #732), AEROFAX INC, PO Box 200006, Arlington, TX 76006.

75th ANNIVERSARY OF THE DUTCH AIR FORCE

VLUCHT DOOR DE TIJD, 75 JARR NEDERLANDSE LUCHTMACHT, edited by A.P. de Jong.

This book contains a wealth of information and some really old and rare photos. It's coverage of the LVA prior to and during WWI is exceptional. There are details of the WWI interned aircraft (which I have also seen in one of my SAFO back issues), and Luftwaffe operations over and from Dutch soil during WWII (even a photo of the FW-56 Stroscher that I just saw in SAFO #5, another of my recent back issues). Of particular interest is the detailed account of the brief, but intensive, operations against the Luftwaffe in May 1940 and against the Japanese in early 1942. The Dutch East Indies Air Force is also covered in detail. The book includes hundreds of photos (the average has to be a least 2 per page), aviation art (Editor's note: I particularly enjoyed the magnificent painting of a Dutch Buffalo downing a Japanese Nate.), and photos of models done by Dutch modeler and set in realistic, life-like settings.

The second half of this 439-page book covers every imaginable aspect of the current Luchtmacht scene, from the latest F-16 to the Hawk/Patriot SAM batteries, to the guard that walks the base perimeter with his trusty attack dog.

One appendix (Bijlage 2) list all Dutch Air Force aircraft since 1913. This resembles (and should be identical to) the one printed in AIR ENTHUSIAST July 1973, but this one includes all the aircraft serials.

VLUCHT DOOR DE TIJD is the most thorough book of its kind that I have come across. I just wish they would do it in English. (There is talk of it by the Dutch guys I know, but everyone doubts it.)

Douglas Dildy (SAFCH #844), PSC Box 10162, APO NY 09012).

[Editor's note: Doug explains that this book is published by and for the Dutch Air Force. Each member of the Luchtmacht is being sent a copy paid for "in the usual Dutch show of appreciation for the military" by the taxpayers. However, Doug thinks that he can get a few copy for SAFCH members at a nominal cost. If you're interested, please write to Doug, but remember that he can not promises anything.]

ENCYCLOPEDIA OF 1/72-SCALE MILITARY MODELS

THE ENCYCLOPEDIA OF MILITARY MODELS 1/72 SCALE, Boileau, Khuong, & Young. 204 pages 8" by 10.5", TAB Books.

"TAB is proud to present the essential reference work on 1/72nd scale plastic models. The book is so complete and current that every model builder or collector, hobby shop, and dealer will want a copy for reference.

"Excellent, full-color photographs show the kits and kitboxes upclose and in detail, in the first half of this remarkable encyclopedia. The book then provides a listing of model manufacturers - with addresses - and all the models ever made by various companies. The

authors - all experienced collectors - even include a section that describes various methods of acquiring rare model kits, with names and addresses for getting more information in the U.S. and abroad."

[Editor's note: Tom Young (SAFCH #56) of Model-Aire International writes: "I picked up the first 200 pre-production copies at the IPMS Nationals in Dayton. There are still about 75 soft cover and 80 hard cover copies available (August), after that you will have to order directly from TAB Books. These editions are autographed by myself and dated the first date of issue at the IPMS Nationals. I would like to use the proceeds from these pre-production copies to finance a couple of MAI kits, so it would be nice if you would consider purchasing them from MAI at this time. Just send a check for \$19.95 (softcover) or \$28.95 (hardcover) and please indicate how you would like it autographed. Thanks and happy modeling." Tom Young, PO Box 159, Olema, CA 94950.]

THE HORNET'S NEST

MINIGRAPH 25: McDONNELL DOUGLAS F/A-18 HORNET, Miller. 48 pages 8.5 inches by 11 inches. Available from AEROFAX, PO Box 200006, Arlington, TX 76006. \$7.95.

"This is the most comprehensive and up-to-date history of the Navy's newest fighter/attack aircraft yet published. Significant new material describing the 'Hornet' and its history appears in this book for the first time. Included is the first detailed coverage of the latest 'Hornet' variants, the F/A-18C and F/A-18D. Additionally, for the first time ever, a comprehensive listing of all F/A-18 squadrons is provided, with currency up through 1995. The photo coverage is perhaps the most complete yet released for public consumption. Cockpit illustrations, for instance, are provided detailing the F/A-18A, the F/A-18B, the F/A-18C, and the F/A-18D. Additional drawings provide details of the Canadian CF-18 variants.

"Textually, the book is equally complete, providing the first authoritative overview of the F/A-18's gestation and birth, its Light-weight Fighter origins, and its operational history to date. The book includes well over 20,000 words of text, over 200 black and white photos, 4 pages of color, an 8-page fold-out, and numerous drawings (including detailed multi-views and color scheme references)."

Jay Miller (SAFCH #732), AEROFAX, PO Box 200006, Arlington, TX 76006.

[Editor's note: This Minigraph, which is of the usual high quality expected from Jay Miller, included information on Canadian (4 photos), Australian (3 photos), Spanish (3 photos), and Kuwait Hornets.]

LIM-6bis aka MiG-17

SAMOLOT MYSLIWSKO-SZTURMOWY Lim-6bis, Butowski & Holys, Typy Broni Uzbroyenia (TBU) #117.

This "Polish Profile" describes the Polish deviate of the MiG-17. This paperback contains 20 pages of text in Polish, 13 black & white photos, 9 color photos, 15 side-view color camouflage schemes, one five-view camouflage scheme, and the pen-and-ink drawings. The text describes the development and unit service of Lim-6 and subtypes. The last chapter contains a detailed technical description of the main subtypes. The camouflage schemes show at least

five different schemes used on this aircraft since 1962 during service with the Polish Air Force and Polish Naval Air Force. Most interesting are the photos showing cockpit detail (in color), the breaking chute housing, underwing stores with different armament (training bombs and unguided rocket pods), recce containers, etc.

I can highly recommend this TBU to all fans of Polish aviation or to any MiG Maniac.

Daniel Petz (SAFCH #623), Na Ladvi 21, 182 00 Praha 8, CZECHOSLOVAKIA.

OVER THE FRONT

OVER THE FRONT, Journal of the League of World War I Aviation Historians, PO Box 260327, Plano, TX 75026. Published quarterly, subscription \$25.00.

Printed on high-quality glossy stock with well-reproduced photos, this is the journal for all students of WWI aviation. If the issue at hand, Spring 1988, is any indication, the editorial emphasis is on people and their experiences. Out of 12 "Features" or "Departments", only one deals specifically with aircraft (Plumage: Escadrille M.87 - 'Les Chats Noirs'). The great majority of photos are of people, but the few that feature aircraft are large and very clear. See the abstract section of this SAFO for a complete list of articles.

A sample copy of OTHER THE FRONT is available through the SAFCH Sales Service.

AERO HISTORIA - HUNGARIAN STYLE

Matthias Rothe (SAFCH #865) has sent us Xerox copies of a new aviation magazine from Hungary. Apparently published twice a year (the two issues are June and December 1987), an English summary explains: "This is the first time of periodical compiled by a team of few enthusiastic aviation historians. Its aim is to provide a form for the historical research in any field of aviation in Hungary."

The articles in the first issue are: "PO-2: A multirole work-horse in the Hungarian sky (first part)"; "MiG-15: The story of the first jet-fighter of the Hungarian People's Army"; "The 50 years old Budaors. Erection works and opening of the second Hungarian international aerodrome (1937)"; "Focke Wulf 'Bel ami' (Handsome boy) in use of the Hungarian short-range reconnaissance units WWII"; and "The very first days of the Hungarian sail-planing".

Article in the second issue are: "Aero Historia follows and finishes the story of the Hungarian MiG-15s. The MiG-15bis and UTI are discussed hereby"; "Istvá Balla an ex MALERTT (Hungarian Air Transport Co.) radioman remembers on those old days"; "The second and last part of our serie about the PO-2 multirole aircraft deals with the military and sporting use of the type"; "The sail-planing begins in Hungary 1919"; and "Ju-88 in the service of the Hungarian long-distance reconnaissance units (1st part)".

A summary of several of the articles should provide a clear picture of the quality of this magazine. The FW-189 is covered in 16 pages which includes 14 photos (all in Hungarian AF markings), 2-pages of 1/72-scale high-quality scale drawings, and two attractive side-view drawings of 'FO+64' and 'D1+ZJ'. The first Po-2 article occupies 12 pages and includes 9 photos, and 2 pages of 1/72-scale drawings for an enclosed version. The two MiG-

(Continued on page 120)

INDIAN AIR FORCE BIBLIOGRAPHY

HISTORY OF THE INDIAN AIR FORCE, by Air Marshall M.S. Chaturvedi, 1978, Vikas Publishing House, New Delhi; 215 pages, illustrated, 9 inches by 5.5 inches. \$6.95 from Midland Counties Publication.

An excellent and very readable story of the Indian Air Force. If there were books like this on all the other air forces, it would make life much easier.

NAVAL AVIATION, A WORLD HISTORY, by Birl Institute of Scientific Research, 1985, Allied Publishers, New Delhi; 243 pages, illustrated, 8.5 inches by 5.5 inches. \$11.95 from Midland Counties Publication.

Half of this book covers world naval aviation history, duplicating what can be found in any other book covering this subject. The second half covers Indian Naval Aviation history; 124 pages plus a small section on Indian Coast Guard Aviation. This section is broken down into sections about different aspects of the Indian Naval Air Force. Not in narrative form, but it covers the subject very well.

AIRCRAFT OF THE INDIAN AIR FORCE 1933-73, by Pushpindar Singh Chopra, 1974, The English Book Store, New Delhi; 179 pages, illustrated, 10 inches by 7.5 inches.

Each entry has a photo, a brief history, and data on the aircraft type. Since the author is still involved with Indian Air Force history, it is about time this book was updated with the new aircraft taken on since 1973 as well having more information added on the other aircraft.

OFFICIAL HISTORY OF THE INDIAN ARMED FORCES IN THE SECOND WORLD WAR 1939-45; HISTORY OF THE INDIAN AIR FORCE 1933-45, by S.C. Gupta, edited by Bisheshwar Prasad, 1961, Combined Inter-Services Historical Section; India & Pakistan, 194 pages, illustrated, 10 inches by 6.5 inches.

An excellent history of the Indian Air Force from its formation through WWII. About 1/3rd of the book covers different aspects of the Air Force with about 2/3rds covering the campaigns in the East.

THE INDIAN AIR FORCE AND ITS AIRCRAFT, edited by William Green, Gordon Swanborough, and Pushpindar S. Chopra, 1982, softbound, illustrated, 80 pages.

Chapters on the current status of the air force; its history; the HAL company; and the use of the Jaguars & MiG-21's; helicopters; training; transport; Canberras in the Congo, etc.

All of the books mentioned above are excellent and they form a complementary set. Now, if someone would publish a list of all the aircraft used with serial numbers and history of each, the history of the Indian Air Force would be about as complete as humanly possible.

A list of magazine articles on the Indian Air Force follows.

AIR ENTHUSIAST QUARTERLY

"In Defence of India" (No. 20)s. A history of the Coastal Defence flights in WWII

AIR INTERNATIONAL:

"Thirty Seconds over Sargodha" (Vol. 1, No. 1, June 1971). Action in the 1965 air war

between PAF Sabres and Indian Hunters.

"Journal of an Air War" by Pushpindar S. Chopra (Vol. 2, No. 4, April 1972). Diary on the 1971 air war with Pakistan.

"Post-Mortem on an Air War" by John Fricker (Vol. 2, No. 5, May 1972). The Pakistan view on the 1971 air war with India.

"Indian Ocean Air Power" by Pushpindar S. Chopra (Vol. 3, No. 6, Dec. 1972). The current status of Indian naval air power and its future.

"Quality or Quantity? The Indian Dilemma" (Vol. 9, No. 4, Oct. 1975). The current status of the Indian Air Force.

"The Indian Air Force; The World's Fourth Largest Air Arm" (Vol. 25, No. 6, Dec. 1983). The current status of the Indian Air Force.

"Guarding India's Coastline" by Pushpindar S. Chopra (Vol. 33, No. 2, Aug. 1987). The Indian Coast Guard which was recently formed.

"Defending India's Frontiers" (Vol. 33, No. 6, Dec. 1987). Addition of modern Western and Soviet aircraft makes the Indian Air Force the third best-equipped air force in the world.

FLYING REVIEW INTERNATIONAL

"Air Power in India" (Vol. 15, No. 7, April 1960). Current status of the Indian Air Force.

"India's Air Build-Up" by John Fricker (Vol. 18, No. 8, May 1963). Current status of Indian Air Force.

"New Wings over India" by William Green (Vol. 24, No. 3, Nov. 1968). History of the Indian Air Force.

AIR PICTORIAL MAGAZINE

"Indian Air Force at War" (Vol. 28, No. 1, Jan. 1966). The 1965 air war with Pakistan.

"Pakistan Air Force in Action" (Vol. 28, No. 2, Feb. 1966). The Pakistan Air Force in the 1965 air war.

"Indian Air Power" (Vol. 28, No. 12, Dec. 1966). One page of text and two pages of photos.

"Indian Naval Aviation" by Paul Hatch (Vol. 46, No. 3, March 1984). Current status of Indian Naval Aviation.

Chris Thornburg (SAFCH #175), 4940 Mermaid Blvd., Wilmington, DE 19808

(Continued from page 119)

15 articles occupy 14 pages with 17 photos and a table of serial numbers. The first part of the Ju-88 series contains 13 pages, 10 photos, and 2 maps. Needless to say, all the photos are new to this reviewer and probably new to the West.

If you want to help encourage this work, you might want to write to the address on the masthead (at least I think this is an address): Kozlekedesi Museum, Budapest, Varosligeti krt. 11.

CESSNA T-37/A-37 BOOK

"Squadron/Signal has asked me to write an IN ACTION book on the Cessna T-37/A-37. Would you please put a little blurb in the next SAFO that I am looking for data and photographs.

"Keep up the great work at SAFO. I have every issue since Vol. 1, No. 1."

Terry M. Love (SAFCH #229), 9415 West 178th St., Lakeville, MN 55044.

LUCHTVAARTAFDELING INVENTORY

(PART 1) 1913-1917

Type	1913		1914		1915			1916			1917				
van Meel Brik	+1	1		1		-1									
Grote van Meel			+1	1		-1									
Farman HF-20	+3	3		3		-1	2					-1	1		
" HF-22			+3	3	+8		11	+6	-5	12			12		
Fokker D.III											+10		10		
INTERNED AIRCRAFT															
A.E.G. C.IV											+1		1		
Albatros B.I					+1	1			1				1		
" B.II								+2		2		-2			
" B.III					+1	1			1				1		
" C.III											+1		1		
" C.X											+1		1		
" D.III											+1		1		
Aviatik C.III								+1		1			1		
Avro 504					+2	2				2			2		
Bristol F.2B											+1		1		
D.F.W. C.V											+4		4		
Farman HF-40								+1		1			1		
Fokker A.I (M.8)								+1		1		-1			
Gotha G.IV											+1		1		
L.V.G. B.I					+1	1			1			-1			
" B.II								+1		1			1		
Morane L					+1	1				1			1		
Nieuport XI											+1		1		
R.A.F. BE-2C					+1	1			1		+1	-1	1		
REP Parasol					+1	1				1			1		
Rumpler C.I(a)											+2		2		
Sopwith 1-1/2 Strutter									+2		2	+3	-1		
" Pup												+1	1		
SPAD S.VII												+1	1		
Voisin LB.4					+1	1				1		-1			
Total	+4	0	4	+4	0	8	+17	-3	22	+14	-5	31	+29	-8	52

Positive number are aircraft taken on charge, negative numbers are aircraft deleted, number without a sign are aircraft on charge on 31 December.

INTERNED AIRCRAFT

ADDITIONS

1915 Albatros B.I	LA12	bought	1913 van Meel Brik	LA1
" B.III	LA28	"	Farman HF-20	LA2-4
Avro 504	LA13 & 14	"		
L.V.G. B.I	LA25	"	1914 Grote van Meel	LA5
Morane L	LA35	"	Farman HF-22	LA6-8
R.A.F. BE-2C	LA24	"		
REP Parasol	LA23	"	1915 Farman HF-22	LA9 (ex M1, taken over from Navy) LA10,11,15 to 19 (built by Trompenburg)
Voisin LB.4	LA22	"		
1916 Albatros B.II	LA31 & 39	"		
Aviatik C.III	LA36	"		
Farman HF-40	LA37	"	1916 Farman HF-22	LA20,21,26,27 (built by Trompenburg) LA30, 32 (built by LVA)
Fokker A.I	LA34(1e)	"		
L.V.G. B.II	LA29	"		
1-1/2 Strutter	LA33 & 38	"		
1917 A.E.G. C.IV	AEG403	impressed	1917 Fokker D.III	F200 to F209
Albatros C.III	AL411	"		
" C.X	LA48	"		
" D.III	AL211	"		
Bristol F.2B	BR401	bought		
D.F.W. C.V	LA43	"	1915 LA1,2,5	
	44,46,47	impressed	1916 LA6,8,17,19,30	
Gotha G.IV	LA50	"		
Nieuport XI	LA40	bought	1917 LA3,22,24,25,31,33,34(1e),39	
Rumpler C.I(a)	LA49,R410	impressed	When BE-2C LA24 was lost in an accident, the serial was used on another BE-2C which was interned in 1915 and of which only the motor had been bought.	
Sopwith Pup	LA41	bought		
1-1/2 Strutter	LA34(2e), 42,45	"		
SPAD S.VII	SPA210	"		

WRITTEN OFF

NETHERLANDS EAST INDIES ARMY AIRCRAFT DETACHED TO THE LVA

1914 Brouckere K1 and K2, w/o in 1914 & 1915 respectively

1915 Farman HF-20 from France, possibly exchanged for LVA HF-22.

? Farman HF-22 K4, w/o late 1917.

NAVAL AIRCRAFT DETACHED TO THE LVA

1914 Farman HF-22 M1, transferred to the LVA in 1915 as LA9

1915 Farman HF-22 M1 & M2, built by Trompenburg

1916 Farman HF-22 M3, built by Trompenburg

SERIAL SYSTEM INTRODUCED 31 DECEMBER 1917

Late in 1917, the LA-serials had reached LA50 and the system had become impractical and had to be changed. A new serial system was introduced on 31 December 1917. It consisted of a prefix (according to type) followed by a number assigned according to use: 1-9 taxi trainers; 10-199 trainers; 200-399 fighters; and 400- reconnaissance aircraft and bombers.

Thirty-five aircraft were reserialized and 17 newly acquired (and interned) aircraft were directly serialized in the new system.

With some modifications (e.g., dropping the prefix), this serial system served until 1940

F. Gerdessen (SAFCH #12), Fijnscheerderdstraat 12, 4204 ES Gorinchem, THE NETHERLANDS

Type	Number	New Serial	LA Serial
R.A.F. BE-2C	1	BE1	24
Albatros B.I	1	AL2	12
REP Parasol	1	REP3	23
Farman HF-22	12	HF10 to 20 & 25	7,9,10,11,15,16,18,20,21,26,27,34 respectively
Avro 504	2	A21 & 22	13,14
Morane L	1	M23 (later M4)	35
1-1/2 Strutter	1	S24	38
Farman HF-20	1	HF26	4
Fokker D.III	10	F200 209	-
SPAD S.VII	1	SPA210	-
Albatros D.III	1	AL211	-
Sopwith Pup	1	S212	41
Nieuport XI	1	N213	40
Albatros C.X	1	AL400	48
Bristol F.2B	1	BR401	-
Albatros B.III	1	AL402	28
A.E.G. C.IV	1	AEG403	-
Aviatik C.III	1	AV404	36
D.F.W. C.V	4	D405 to 408	43,44,46,47 respectively
Rumpler C.Ia	1	R409	49
Rumpler C.I	1	R410	-
Albatros C.III	1	AL411	-
1-1/2 Strutter	3	S412,413,701	42,34,45 respectively
Gotha G.IV	1	G700	50
L.V.G. B.II	1	L900 (later L800)	29
Farman HF-40	1	HF901 (later HF801)	37

-reviews-reviews-reviews-reviews-reviews-reviews-reviews-reviews-reviews-reviews-

A NEW MAGAZINE FROM THE LAND OF OZ

FLIGHTPATH, Vol. 1, No. 1 (68 pages)
Eastcoast Magazines, PO Box 91, Capalaba,
Queensland, AUSTRALIA 4157. 4 issue per year
for Aus\$ 12.00.

This new magazine from Australia is printed on high-quality glossy paper which allows excellent reproduction of a multitude of black-and-white and color photos. The emphasis appears to be on the preservation and restoration of Australian aircraft.

The first issue contains the following articles: "Preservation News"; "Airworld" (aviation museum); "Caravanning Down Under" (Cessna); "Anniversaries" (P-40C); "Disposal" RAAF Mirage III); "Skyfox"; "Photopast" (photo from the readers); "Bagdad Furies" (Australian

Furys currently flying - with centerfold); "Restoration Project 'Zero'" (with drawings by Colin Owers); "Straight Up - Iroquois Conversion"; "Cockpit Comedy" (lighter look of flying); "Relic Roundup" (wants and disposals); "Cover Story - Argosy"; "Labour of Love" (Boomerang restoration); and "Commonwealth Wirraway" (history by Colin Owers).

FLIGHTPATH is a professionally-produced magazine with entertaining and informative text, outstanding photo reproduction, and a dedication to a mission. This magazine is highly recommended for Everyone interested in preservation of historic aircraft.

Review copy kindly supplied by Colin Owers (SAFCH #261).

De Havilland DHC-1 CHIPMUNK

in ISRAELI SERVICE

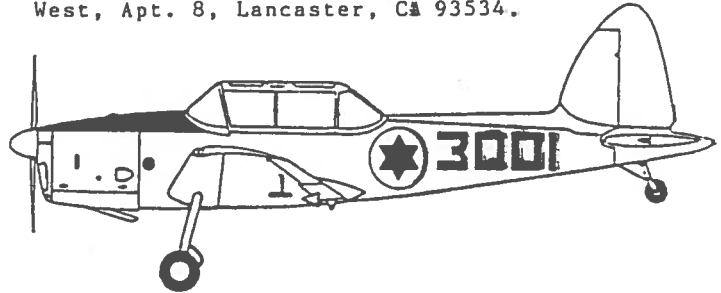
The diminutive De Havilland Chipmunk was one of the most unusual acquisitions of the Israeli Air Force (IAF), not so much for the aircraft itself as for the nature of its purchase and service.

The Israelis obtained one of the earliest Canadian versions still bearing the original greenhouse canopy. The purchase was reportedly in 1949 and the aircraft remained in the IAF inventory for only about a year. The IAF was searching for a suitable primary trainer but found the Chipmunk's performance, particularly takeoff distance, to be very poor in the high density altitude conditions of the Mediterranean summers. The Fokker S.11 Instructor was initially selected for the role, along with a few other odds and ends, but later replaced with the Boeing-Stearman PT-17 Kaydet.

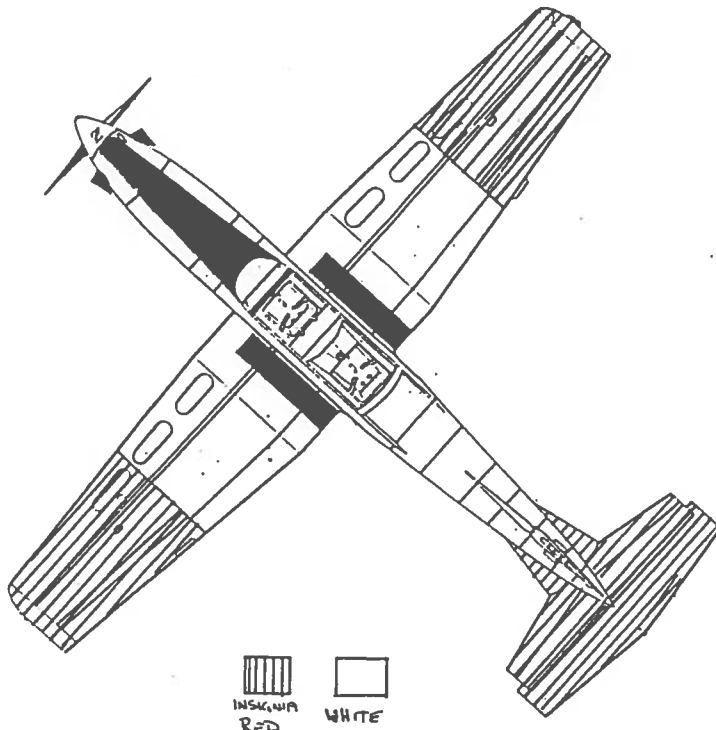
The aircraft is also unusual for the fact that only one black and white photograph has ever been published of it. The finish is

believed to be overall silver with the numbers in black and the national marking in the usual dark blue star on a white field. It is the usual Israeli practice to place the national emblem on the upper and lower surfaces of one or both wings. The one photo available shown only that the left wing upper surface has no markings.

Bill Norton (SAFCH #770), 44110 25th St. West, Apt. 8, Lancaster, CA 93534.



MALAYSIAN PC-7



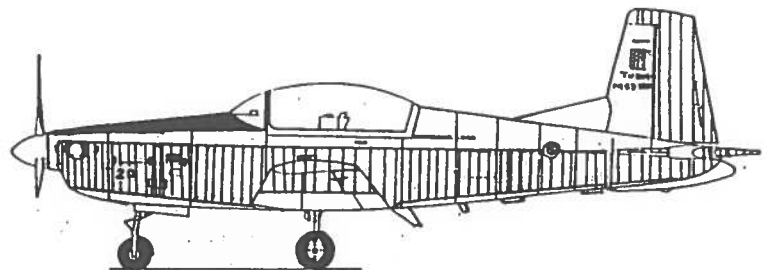
Pilatus PC-7, M33-20, #1 FTC, Alor Setar AFB, Tentera Udara Diraja Malaysia (Royal Malaysian Air Force), 1984.

The TUDM ordered 44 PC-7s in 1981 as replacements for their Bulldogs. These started arriving in 1982 and by mid-1983 were introduced into the flying training syllabus as Alor Setar Air Force Base under No. 1 Flying Training Centre. The serials for the PC-7s are M33-01 to M33-44.

Colour scheme: Overall gloss white with insignia red rudder, upper tail plane, wings outboard from the flaps, and fuselage sides. Matt black anti-glare panel and back of propeller blades. Aluminium propeller blades fronts with red/white/red tips. Black "TUDM" and M33-20 on fin and white "20" on nose. Insignia: Dark blue/light blue roundel with yellow 12-pointed star on fuselage and probably on the wings although the photos I have do not show them. Light blue/dark blue/yellow fin flash.

Reference: Koku Fan 11/84 & Air International April 1984.

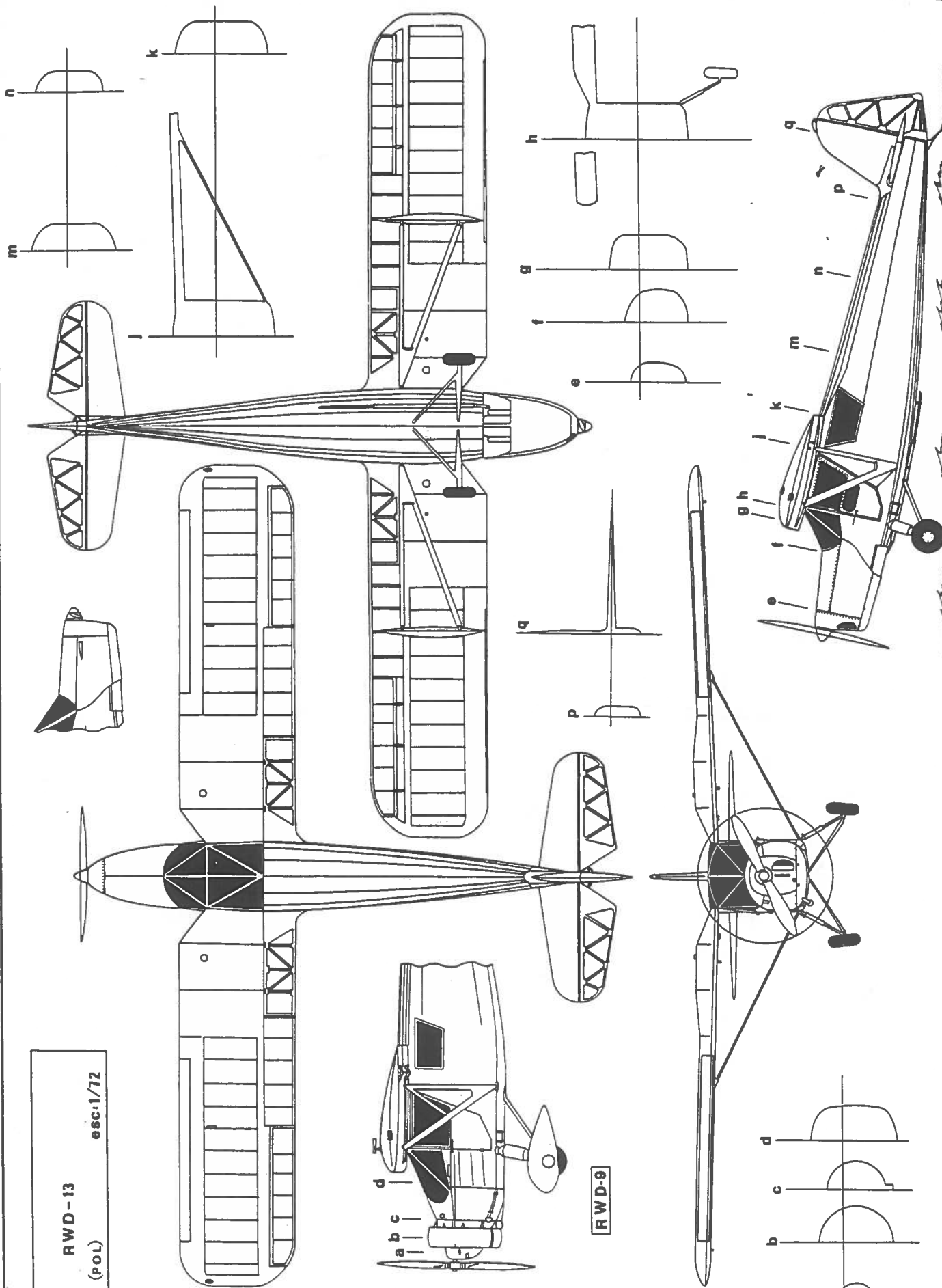
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